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City of Boston.

DEPARTMENT OF PARKS.

Vol 4

NINETEENTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

FOR THE

YEAR ENDING JANUARY 31, 1894.



PRINTED FOR THE DEPARTMENT. 1894.

ROCKWELL AND CHURCHILL,
CITY PRINTERS,
BOSTON.

DEPARTMENT OF PARKS.

REPORT.

Hon. Nathan Matthews, Jr.,

Mayor of the City of Boston:

SIR: In accordance with the provisions of the Revised Ordinances of 1892, which require every officer and board in charge of a department to transmit to the Mayor a report containing a statement of the acts and doings, and receipts and expenditures, of the department for the preceding financial year, the Board submits the following report:

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the Twelve Months ending January 31, 1894.

THE PARKWAY.

LAND ACCOUNT.

RIVERWAY.

Amount transferred fro	m lo	an fo	r Pul	olic P	arks		9	•	\$25,137 35
		E	xpend	liture	88.				
Amount paid for land	•	٠	٠	٠	٠	•	٠	٠	\$25,137 35
		LEV	ERET	T PA	RK.			,	
Amount transferred fro	m lo	an fo	r Pub	olic P	arks		•	•	\$26,231 98

	Expendi	tures.				
Amount paid for land .	• •			•	•	\$26,231 98
	JAMAICA	PARK.				
Amount transferred from loan	for Public	e Parks	•			\$210,143 17
	Expendit	ures.				
Amount paid for land .			\$209	,835	55	
Amount paid for surveying				307	62	
				_		\$210,143 17
	ARBORW	AY.				
Amount transferred from loan	n for Publi	c Parks		۰		\$6,000 00
	Expendi	tures.				
Amount paid for land .			•	•	•	\$6,000 00
	DORCHEST	ERWAY.				
Amount transferred from loan	n for Public	e Parks		•		\$24,743 58
	Expendit	ures.				
Amount paid for land			\$23	8,812	08	
Amount paid for surveying				931	50	
				Electric Services		\$24,743 58
	STRAND	VAY.				
Amount transferred from loan						\$221,372 07
	Expendit	ures.				
Amount paid for land .	• •		٠	٠		\$221,372 07
CONSTRUCTION, MA	AINTENA	NCE, AI	ND E	BETT	ŒRN	TENT.
Amount transferred from loa			**	29,2	00 78	
Amount transferred from app	propriation	for Mai		00.0	20. 21	
tenance	• • •	•	•	- 1	88 65	\$457,889 43
						W101,000 10

EXPENDITURES FOR CONSTRUCTION.

BACK BAY FENS.

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials . . . \$18,835 97 Gutters: labor and materials 5,729 73 Curbs and walks: labor and materials . . . 5,490 61 Drainage: labor and materials 2,679 58 Grading, Loam, and General Work. Superintendence and general work \$4,067 79 Grading: labor and materials, 3,103 30 Loam: labor and materials . 2,880 53 Engineering expenses . 1,224 00 Fence: labor and materials. 53 02 Electric lighting . . . 2 25 ---- 11,330 89 Plantations. Labor and expenses 3,853 33 Filling. Filling . . 2,447 45 Plans and Designs. Landscape architects and expenses . 572 45 Stony Brook Bridge. Labor 145 00 \$51,085 01

\$51,085 01

Amount carried forward,

Amount brought forward,

\$51,085 01

RIVERWAY.

Roadways, Sidewalks, Gutters, and Drainage. Roadways: labor and materials . . \$41,455 08 Drainage: labor and materials 7,200 00 Gutters: labor and materials 3,475 66 Sidewalks: labor and materials 474 18 ----\$52,604 92 Clearing, Grading, Loam, and General Work. Loam: amount paid under contract. \$20,145 94 Labor and materials . . . 900 00 \$21,045 94 Grading: amount paid under contracts, \$1,000 00 Labor and materials . 6,820 12 .7.82012Engineers and expenses . 5,300 00 Superintendence and general work . . 3,500 00 Clearing grounds. 200 00 37,866 06 Audubon Road Bridge. Abutments: amount paid under contract \$25,273 06 Superstructure: amount paid under contract 8,636 40 Floor: amount paid under

1,352 60

112 97

51 87

35,426 90

Amounts carried forward,

Engineers and expenses .

.

contract .

Advertising contract .

\$125,897 88 \$51,085 01

7

Amounts brought forward,	\$125,897 88 \$51,08 5 01
F	Filling.
Amount paid under con-	
tracts \$30,151	59
Printing 2	
	30,154 09
Administro	ation Building.
Amount paid under contract, \$15,797	13
Labor, expenses, furnish-	
ing, etc 2,005	42
Amount paid for heating-	
apparatus 910	00
Shepley, Rutan, & Coolidge,	
for plans 578	90
A. A. Libby & Co., paving	
yard 151	
	— 19,443 10
Foot-bridge	es and Culverts.
Amount paid under contract, \$13,174	77
Engineers and expenses . 612	
Advertising 89	16
_	13,876 12
Tremont	Street Bridge.
Amount paid under contract, \$5,908	
Engineers and expenses . 506	70
	 6,415 61
Bellevue ,	Street Bridge.
Amount paid under contract, \$5,237	80
Engineers and expenses . 325	70
	 5,563 50
Retai	ning-wall.
Amount paid under contract, \$4,771	63
Advertising contract 58	
	4,830 57

\$206,180 87 \$51,085 01

Amounts carried forward,

Amounts brought forward, \$206,180 87 \$51,085 01 Bridle Path Bridge. Amount paid under contract, \$3,657 12 Advertising contract . . 77 02 3,734 14 Brookline Avenue Bridge. Amount paid under contract, \$2,300 79 Engineers and expenses . 315 15 --- 2,615 94 Water Supply. Laying water-pipes . . 1,384 49 Plantations. Labor 1,000 00 Plans and Designs. Landscape architects, and expenses . 409 44 ---- 215,324 88 LEVERETT PARK. Clearing, Grading, Loam, and General Work. Grading: amount paid under contract . \$28,077 43 Grading: labor and materials . . . 5,465 62 Engineers and expenses . 2,710 11 Loam: labor and materials, 2,661 82 General work . . 290 05 Clearing grounds 235 84 Roadways, Gutters, and Drainage. Roadways: labor and materials \$9,500 00 Drainage: labor and materials 4,009 09 Gutters: labor and materials 1,100 00 _____ 14,609 09

Amounts carried forward,

\$54,049 96 \$266,409 89

Amounts brought forward,	\$54,049 96 \$266,409 89
Ple	antations.
Labor	. 3,617 42
Foot-bride	ges and Culverts.
Amount paid under contract, \$1,170	
Engineers and expenses . 278	
_	1,448 80
Plans	and Designs.
Landscape architects and expenses	. 827 46
	59,943 64
JAMA	AICA PARK.
Clearing, Gradie	ng, and General Work.
Grading: amount paid under	
contract	12
Grading: labor and ma-	
terials 661 Engineers and expenses . 2,645	79
Engineers and expenses . 2,645	.61
Clearing grounds 1,239 General work 356	
	\$20,159 53
	, ,
	and Designs.
Landscape architects and	
expenses \$877 A. H. French, surveying . 47	56
	— 92 4 70
	er Supply.
Water-pipes, labor	. 480 98
Pla	ntations.
Labor	. 32 00
Roads	and Walks.
Surfacing roads and walks	. 10 90
	
Amount carried forward,	\$347,961 64

Amount brought forward,

\$347,961 64

ARBORWAY.

ARBORWAY.
Clearing, Grading, and General Work.
Grading: amount paid under
contracts \$27,525 23
Grading: labor and materials, 3,788 43
Engineers and expenses . 1,947 70
Superintendence and gen-
eral work 479 00
Clearing grounds 60 72
 \$33,801 08
Roadways, Gutters, and Drainage.
Drainage: amount paid under
contract \$13,961 44
Drainage: labor and mate-
rials 1,622 68
Roadways: labor and mate-
rials 4,223 78
Gutters: labor and materials, 67 20
19,875 10
Stony Brook Bridge.
Amount paid under contract, \$4,284 00
Labor 91 00
Advertising contract 57 93
4,432 93
Water Supply.
Water-pipes and labor 1,713 45
Culverts.
Labor and materials 1,471 81
Plans and Designs.
A. H. French, surveying 58 53
61,352 90
DORCHESTERWAY.
Filling.
Amount paid under contract, \$8,945 14
Amount paid for advertising, 52 85
\$8,997 99
Amounts carried forward, \$8,997 99 \$409,314 54
41110 and 5 and 6

11

Amounts brought forward,	\$8,997 99 \$409,314 54
Grading and C	General Work.
Grading: amount paid under	
contract \$3,098 62	•
Grading: labor and materials, 516 88	
Grading: advertising contract, 39 10	
Engineers and expenses . 1,596 24	
Superintendence and gen-	
eral work 39 95	
	5,290 79
D 1 0'1 17 0	1.11
Roadways, Sidewalks, G	tutters, and Drainage.
Roadways: labor and ma-	
terials \$1,540 95	
Gutters: labor and ma-	
terials 1,217 49	
Drainage: labor and materials 613 27	
terials 613 27 Sidewalks: labor and ma-	
terials 52 00	
	3, 423 71
	0,120 11
Plans and	Designs.
Landscape architects and	
expenses \$1,131 79	
Landscape architects and expenses \$1,131 79 C. F. Baxter, surveying . 180 00	
expenses \$1,131 79 C. F. Baxter, surveying . 180 00	1,311 79
expenses \$1,131 79 C. F. Baxter, surveying . 180 00	1,311 79
expenses \$1,131 79 C. F. Baxter, surveying . 180 00	1,31 1 79
expenses \$1,131 79 C. F. Baxter, surveying . 180 00	1,311 79
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 Culve Labor and materials	1,311 79 rts. 653 00
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 —————————————————————————————————	1,311 79 rts. 653 00 tions.
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 —————————————————————————————————	1,311 79 rts. 653 00 tions. 86 90
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 —————————————————————————————————	1,311 79 rts. 653 00 tions.
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 —————————————————————————————————	1,311 79 rts. 653 00 tions. 86 90 ————————————————————————————————————
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 Culve Labor and materials Planta Labor	1,311 79 rts. 653 00 tions. 86 90 ————————————————————————————————————
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 Culve Labor and materials	1,311 79 rts. 653 00 tions. 86 90 ————————————————————————————————————
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 Culve Labor and materials	1,311 79 rts. 653 00 tions. 86 90 19,764 18 DWAY. Feneral Work. \$29 25
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 Culve Labor and materials	1,311 79 rts. 653 00 tions. 86 90 19,764 18 DWAY. Heneral Work. \$29 25 Designs.
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 Culve Labor and materials	1,311 79 rts. 653 00 tions. 86 90 19,764 18 OWAY. General Work. \$29 25 Designs. 27 94
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 Culve Labor and materials	1,311 79 rts. 653 00 tions. 86 90 19,764 18 DWAY. Heneral Work. \$29 25 Designs.
expenses \$1,131 79 C. F. Baxter, surveying . 180 00 Culve Labor and materials	1,311 79 rts. 653 00 tions. 86 90 19,764 18 OWAY. General Work. \$29 25 Designs. 27 94

Amount brought forward,	\$429,135 91
EXPENDITURES FOR BETTE	ERMENT.
JAMAICA PARK.	
Plans	38
STRANDWAY.	
Printing 5 1	
and the state of t	- 64 87
EXPENDITURES FOR MAINTI	ENANCE.
Care of Grounds and Bui	ldings.
Watchmen: labor and ex-	
penses \$14,458 98	
Sewer assessment 3,347 00	
Beacon entrance bridge . 210 56	
Repairs of covered channel,	
Stony brook, and Gate-	
house 141 75	
Signs and notices 104 40	
Repairs of covered channel,	
Muddy river, and Gate-	
house 20 67	
 \$18,283 3	36
Park Police.	
Pay of Park Keepers . \$10,317 06	
Police equipments and sup-	
plies 88 23	
10,405 2	29
	 28,688 65
	\$457, 889 43
ARNOLD ARBORET	UM.
LAND ACCOUNT.	
Amount transferred from loan for Public Parks	\$776 55
EXPENDITURES.	
	. \$761 55
Amount paid for land	. 15 00
Zimount part for surreging	\$776 55
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CONSTRUCTION AND MAINTENANCE.

CONSTRUCTION AND MAINTEN	ANCE.	
Amount transferred from loan for Public Parks .	\$7,587 03	
Amount transferred from appropriation for		
Maintenance	8,191 45	
		\$15,778 48
EXPENDITURES FOR CONSTRUCTION	ON.	
Roadways, Walks, and Draina	ge.	
Drainage \$4,443 32		
Expenses of construction,		
labor, etc 2,592 82		
Retaining-wall 148 74		
Fuel, supplies, carting,		
etc 63 56		
Engineers and expenses . 40 22		
\$7,288 66		
Plantations.		
Labor		
Labor		
Plans and Designs.		
Landscape architects and expenses . 49 16		
	\$7,587 03	
	" ,	
EXPENDITURES FOR MAINTENAN	CE.	
Park Police.		
Pay of Park Keepers \$3,791 93		
Care of Grounds and Building	18.	
Watchmen, labor, and ex-		
penses \$4,381 52		
Signs and notices 18 00		
4,399 52		
	8,191 45	
		\$15,778 48
FRANKLIN PARK.		
LAND ACCOUNT.		
Amount transferred from loan for Public Parks .	• •	\$66,226 25
EXPENDITURES.		
A 11 C 1 1		\$66,226 25
Part to the control of the control o		

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks . \$174,131 99 Amount transferred from appropriation for Maintenance . 27,711 33

----- \$201.843 32

EXPENDITURES FOR CONSTRUCTION.

Roads and Walks.

Surfacing roads and walks, \$41,830 41 Grading roads and walks . 17,082 20

Clearing and Grading Grounds, Drainage, and General Work.

Grading grounds . \$11,981 80 Engineers and expenses . 9,565 32

Superintendence and gen-

eral work . . . 5,956 92 . 3,857 79 Drainage . . . Clearing grounds . . 3,086 72 . 3 00 Damages for injury .

---- 34,451 55

Scarboro' Pond Bridges.

Amount paid under con-

tract . . \$10,864 00 . 1,902 88

Labor and materials . Advertising contract . 51 68

Foot-bridge, labor and ma-

terials . . . 10,207 54

____ 23,026 10

Plantations.

. . 20,768 80 Labor and expenses .

Scarboro' Pond.

Amount paid under con-

tract for excavating, etc., \$9,335 51

Labor and materials . 2,902 97

_____ 12,238 48

Amount carried forward, \$149,397 54

Amount brought forward,	\$149,397 54
	Structures.
Propagating House \$	
Scarboro' Fond Building .	
The Shelter at Overlook,	
labor and materials .	28 50
	8,100 59
	-,
	Ellicott Cottage.
Amount paid under con-	
tract \$	5,850 00
Water-pipes	352 59
Rotch & Tilden, for plans .	274 70
Labor	119 16
Advertising contract	96 25
	6,692 70
	~ 1
	r, Schoolmaster Hill.
Amount paid under con-	4 400 00
tract for tiling roof .	31,400 00
Granolithic walk	966 14
Amount paid under con-	
tract for timber roofing .	
Labor and materials	
	3,402 79
1	Plans and Designs.
Landscape architects and expe	enses . 1,205 38
	Culverts.
Labor and materials	561 23
Fi .	Refectory Building.
Advertising contract .	
	\$169,494 11
SEAVER	-STREET IMPROVEMENT.
	ding and Surfacing.
Grading: amount paid under	
contract	
Surfacing: labor	447 48
Amounts carried forward,	\$4,012 31 \$169,494 11

Engineers and expenses . 884 00 Grading: labor 80 32	Amounts brought forward, \$4,012 31	\$169,494 11
## CHARLESBANK. CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance	Engineers and expenses . 384 00	
## CHARLESBANK. CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance	Grading: labor 80 32	
EXPENDITURES FOR MAINTENANCE. Care of Grounds and Buildings.		33
EXPENDITURES FOR MAINTENANCE. Care of Grounds and Buildings.		
EXPENDITURES FOR MAINTENANCE. Care of Grounds and Buildings. Labor and expenses . \$17,115 29 Signs and notices . 37 66		
EXPENDITURES FOR MAINTENANCE. Care of Grounds and Buildings. Labor and expenses . \$17,115 29 Signs and notices . \$7 66 ——————————————————————————————————	Labor • • •	
EXPENDITURES FOR MAINTENANCE. Care of Grounds and Buildings. Labor and expenses . \$17,115 29 Signs and notices . 37 66 ——————————————————————————————————		
Care of Grounds and Buildings		\$174,131 99
Signs and notices \$17,115 29	EXPENDITURES FOR MAINT	ENANCE.
Signs and notices 37 66	Care of Grounds and But	ildings.
## Park Police. Pay of Park Keepers . \$9,874 56 Equipments and supplies . 683 82 ### 10,558 38 ### 27,711 33 ### 201,843 32 CHARLESBANK. CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance	Labor and expenses . \$17,115 29	
Park Police. Pay of Park Keepers . \$9,874 56 Equipments and supplies . 683 82	Signs and notices 37 66	
Pay of Park Keepers . \$9,874 56 Equipments and supplies . 683 82 ———————————————————————————————————	17,152 9	95
Pay of Park Keepers . \$9,874 56 Equipments and supplies . 683 82 ———————————————————————————————————	n1 n.1*.	
CHARLESBANK. CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance		
CHARLESBANK. CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance		
CHARLESBANK. CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance \$16,598 53 EXPENDITURES FOR CONSTRUCTION. Gymnasium Grounds, Loam, and General Work. Men's gymnasium grounds: Water-posts \$219 40 Loam		20
CHARLESBANK. CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance	10,558	
CHARLESBANK. CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance	,	
CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance		
CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance	CHARLESBANK	
Amount transferred from loan for Public Parks . \$646 16 Amount transferred from appropriation for Maintenance	CILITIES	
Amount transferred from appropriation for Maintenance	CONTRACTOR AND MALE	VIII TO BY A BY ON
Maintenance		
EXPENDITURES FOR CONSTRUCTION. Gymnasium Grounds, Loam, and General Work. Men's gymnasium grounds: Water-posts \$219 40 Loam 15 67 Engineers and expenses . 15 75 ——————————————————————————————————	Amount transferred from loan for Public Parks	. \$646 16
EXPENDITURES FOR CONSTRUCTION. Gymnasium Grounds, Loam, and General Work. Men's gymnasium grounds: Water-posts \$219 40 Loam 15 67 Engineers and expenses . 15 75 ——————————————————————————————————	Amount transferred from loan for Public Parks Amount transferred from appropriation f	. \$646 16 or
Gymnasium Grounds, Loam, and General Work. Men's gymnasium grounds: Water-posts \$219 40 Loam 15 67 Engineers and expenses . 15 75 ——————————————————————————————————	Amount transferred from loan for Public Parks Amount transferred from appropriation f	. \$646 16 or . 15,952 37
Men's gymnasium grounds: Water-posts \$219 40 Loam 15 67 Engineers and expenses . 15 75 ——————————————————————————————————	Amount transferred from loan for Public Parks Amount transferred from appropriation f	. \$646 16 or . 15,952 37
Water-posts \$219 40 Loam 15 67 Engineers and expenses	Amount transferred from loan for Public Parks Amount transferred from appropriation f Maintenance	. \$646 16 or . 15,952 37 ———— \$16,598 53
Loam	Amount transferred from loan for Public Parks Amount transferred from appropriation f Maintenance	. \$646 16 or . 15,952 37 \$16,598 53
Engineers and expenses . 15 75 ——————————————————————————————————	Amount transferred from loan for Public Parks Amount transferred from appropriation f Maintenance	. \$646 16 or . 15,952 37 \$16,598 53
Plans and Designs. Landscape architects and expenses . 221 84	Amount transferred from loan for Public Parks Amount transferred from appropriation for Maintenance	. \$646 16 or . 15,952 37 \$16,598 53
Plans and Designs. Landscape architects and expenses . 221 84	Amount transferred from loan for Public Parks Amount transferred from appropriation for Maintenance	. \$646 16 or . 15,952 37 \$16,598 53
Landscape architects and expenses . 221 84	Amount transferred from loan for Public Parks Amount transferred from appropriation for Maintenance	. \$646 16 or . 15,952 37 \$16,598 53
Landscape architects and expenses . 221 84	Amount transferred from loan for Public Parks Amount transferred from appropriation for Maintenance	. \$646 16 or . 15,952 37 ————————————————————————————————————
American Programme Company	Amount transferred from loan for Public Parks Amount transferred from appropriation for Maintenance	. \$646 16 or . 15,952 37
Amount carried forward. \$472.66	Amount transferred from loan for Public Parks Amount transferred from appropriation for Maintenance	. \$646 16 or . 15,952 37
with the formation of the first	Amount transferred from loan for Public Parks Amount transferred from appropriation for Maintenance	. \$646 16 or . 15,952 37
	Amount transferred from loan for Public Parks Amount transferred from appropriation for Maintenance	. \$646 16 or . 15,952 37

Amount brought forward, \$472 66
Structures.
Women's gymnasium building, labor
and materials 170 50
Plantations.
Labor 3 00
\$646 16
EXPENDITURES FOR MAINTENANCE.
Care of Grounds and Buildings.
Men's gymnasium \$5,304 96
Grounds and walks 4,643 91
Women's gymnasium . 1,984 88
Signs and notices 17 75

Park Police.
Pay of Park Keepers \$3,990 63
Police equipments and sup-
plies 10 24
4,000 87

MARINE PARK.
CONSTRUCTION AND MAINTENANCE.
CONSTRUCTION AND MAINTENANCE. Amount transferred from loan for Public Parks, \$60,657 01
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for
Amount transferred from loan for Public Parks, \$60,657 01
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance 12,619 33
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance
Amount transferred from loan for Public Parks, \$60,657 01 Amount transferred from appropriation for Maintenance

Amount brought forward, \$43,101 84
General work: labor and
materials 642 16
Grading: labor and mate-
rials 516 54
Electric lights 227 64
Clearing grounds: labor
and materials 63 42
Fence 39 81
\$44,591 41
Pondangera Sidemalles Cottons and Demin
Roadways, Sidewalks, Gutters, and Drains.
Roadways: amount paid un-
der contracts for broken
stone and paving-blocks . \$6,918 17
Roadways: labor and ma-
terials 2,002 24
Drainage: labor and mate-
rials 1,892 05
Gutters: labor and mate-
rials
Advertising contracts 67 88
11,854 17
Fountains.
Labor 43 50
Settees.
Labor 26 76
Plantations.
Labor 13 00
Plans and Designs.
Landscape architects and expenses . 13 12
\$56,541 96
CASTLE ISLAND.
Clearing, Grading, Loam, and General Work.
Clearing grounds: labor . \$1,725 00
General work: labor 134 64
Loam: labor 109 25
Drainage: labor 8 50
50 \$2,026 39
Amounts carried forward, \$2,026 39 \$56,541 96

Amounts brought forward,	\$2,026 39	\$56,541 96	
Water water-pipes and labor	Supply. 1,174 11		
Settees \$477 50 Tent	d Tent. 819 63		
Labor and materials		4,115 05	
		\$60,657 01	
EXPENDITURES FOR	R MAINTEN	ANCE.	
Care of Grounds	and Build	ings.	
Labor and expenses \$5,430 78			
Signs and notices 28 00			
	\$5,458 78		
Park F	Police.		
Pay of Park Keepers \$7,116 84 Police equipments and sup-			
plies 43 71			
	7,160 55		
		12,619 33	
			\$73,276 34
WOOD ISLA			
CONSTRUCTION AND			
Amount transferred from loan for Publi Amount transferred from appropriation		\$10,704 29	
		1,546 12	
			\$12,250 41
EXPENDITURES FOR	CONSTRUC	TION	
Grading, Loam, an			
Grading: amount paid under	ia Generai	W 07 16.	
contract \$4,509 60 Grading: labor and mate-			
rials 1,192 17			
Amount carried forward, \$5,701 77			

Amount brought forward.		\$5,701 77		
Amount brought forward, Engineers and expenses .	775 26	Ç0,.02		
Lagarett and expenses		\$6,477 03		
	Drain	age.		
Amount paid under contract.				
Labor and materials				
		3,468 93		
	Field E	Touce		
Sturgis & Cabot, for plans,		zousc.		
Advertising contract				
Advertising contract		490 50		
		100 00		
	Bathing	House.		
Sturgis & Cabot, for plans,	\$140 00			
Advertising contract	25 13			
		165 13		
	T01	4.		
Labor and expenses	Planta	82 39		
Lator and expenses		02 00		
	Plans and	Designs.		
Landscape architects and exp	enses .	20 31		
•			\$10,704 29	
EXPEND	ITURES FOR	MAINTEN	ANCE.	
Care of	Grounds	and Build	lings.	
Labor and expenses		\$625 71		
	~			
D CD LE	Park F			
Pay of Park Keepers		920 41		
			1.546 12	010 040 4
				\$12,250 4
CHAR	LESTOW	N HEIGE	ITS.	
CONSTRUC	TION AND	D WAINT	EVANCE	
Amount transferred from loa				
Amount transferred from app			Q20,020 13	
tenance			1.071 58	
condition			1,011 00	826,596 71
				C-11.000 1

EXPENDITURES FOR CONSTRUCTION.

Retaining-walls, Grading, and General Work.
Grading: labor and mate-
rials \$2,905 68
Retaining-walls: labor and
materials 2,327 23
materials 2,327 23 General work 1,467 81
Loam 1,426 40
Engineers and expenses . 1,125 80
\$9,252 92
Plantations.
Labor 4,197 78
14001
Shelter Building.
Amount paid under contract, \$3,800 00
Walker & Kimball, for
plans 239 62
Advertising contract . 146 25
4,185 87
Sidewalks, Gutters, and Drainage.
Walks: labor and mate-
rials \$3,319 79
Drainage: labor and mate-
rials 738 56
Paving
4,102 68
α,
Steps.
Labor and materials 3,719 92
Water Supply.
Water pipes and labor 53 01
Plans and Designs.
Landscape architects and expenses . 13 01
\$
EXPENDITURES FOR MAINTENANCE.
Care of Grounds and Walks.
Labor \$292 83
Park Police.
Pay of Park Keepers
1,071 58 $$ \$26,596 77
\$20,000 T

CHARLESTOWN PLAYGROUND.

CONSTRUCTION AND MAINTENANCE.	
Amount transferred from loan for Public Parks . \$1,222 83	
Amount transferred from appropriation for Main-	
tenance 2,238 78	
	\$3,461 61
	\$0,101 01
EXPENDITURES FOR CONSTRUCTION.	
Grading and General Work.	
Grading: labor and mate-	
rials \$946 85	
General work 47 13	
Engineers and expenses . 1 21	
\$995 19	
n	
Plantations.	
Labor	
Plans and Designs.	
Landscape architects and expenses . 11 97	
Walks and Drainage.	
Walks: labor 6 00	
\$1,222 83	
EXPENDITURES FOR MAINTENANCE.	
Care of Grounds and Buildings.	
Labor and expenses \$105 85	
Sewer assessment 2,132 93	
2,238 78	
2,200 10	\$3,461 61
	\$5,401 01
DORCHESTER PARK.	
LAND ACCOUNT.	
Amount transferred from loan for Public Parks	\$31,147 13
Expenditures.	
Amount paid for land	\$31,147 13
CONCERNICIPION AND MEASUREMANCE	
CONSTRUCTION AND MAINTENANCE,	
Amount transferred from loan for Public Parks . \$16 45	
Amount transferred from appropriation for Main-	
tenance	***
	\$93 95

EXPENDITURES FOR CONSTRUCTION.
Grading Grounds.
Labor
EXPENDITURES FOR MAINTENANCE.
Park Police.
Pay of Park Keepers
FRANKLIN FIELD.
LAND ACCOUNT.
Amount transferred from loan for Public Parks \$51,937 04
Expenditures.
Amount paid for land
CONSTRUCTION AND MAINTENANCE.
Amount transferred from loan for Public Parks . \$40,602 41
Amount transferred from appropriation for Maintenance
*40,992 66
EXPENDITURES FOR CONSTRUCTION.
Clearing, Grading, Drainage, and General Work. Drainage: labor and mate-
rials \$12,486 50
Clearing grounds: labor . 9,754 22
Grading: labor 8,428 55
Drainage: amount paid un-
der contract 7,333 29
Engineers and expenses . 622 43
\$38,624 99
Plantations.
Labor and materials 1,964 00
· ·
Plans and Designs.
Landscape architects and expenses . 13 42 ——— \$40,602 41

EXPENDITURES FOR MAINTENANCE.
Park Police.
Pay of Park Keepers 390 25
\$40,992 66

			TME					
Amount transferred	l from	appr	opriati	on fo	or Ma	inte	nance	\$7,944 44
		GEN	ERA	L A	ccou	NT.		
			Expe	ndit	ures.			
Salary of Secretary	and C	lerk			٠		\$3,000 00	
Clerical service at o	office				۰		1,800 00	
World's Fair exhibi	t .			•			1,209 24	
Printing annual rep							891 03	
Telephone and mes	ssenger	serv	vice a	nd ir	icider	ntal		
expenses		•					764 78	
Advertising							99 33	
Plans and designs							67 56	
Office furniture and	fixtur	es				٠	64 00	
Stationery							48 50	
								\$7,944 44
,								
API	PROPR	LIAT	ION	FOR	MA	INI	ENANCE.	
Appropriation for the	he finar	ncial	year :	1893-	4.		\$80,000 00	
Amount transferred	by Cit	ty Au	iditor				26,431 80	
								\$106,431 80
			Expe	nditi	ures			
Parkway			широ	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			\$28,688 65	
Franklin Park .		i		Ċ	•	Ů	27,711 33	
Charlesbank			•	•	•		15,952 37	
Marine Park .	•	•	•	•	•		12,619 33	
Arnold Arboretum		•	•	•	•		8,191 45	
Park Department.	•	•	•	٠	•	•	7,944 44	
Charlestown Playgr	ound	•	•	•	•	•	2,238 78	
Wood Island Park	ouna	•	•	•	•	•	1,546 12	
Charlestown Height	•	•	•	•	•	•	1,071 58	
Franklin Field .		•	•	•	•	•	390 25	
Dorchester Park .	•	•	•	•	•	•	77 50	
Dorchester Fark .	•	•	•	•	•	•	11 50	\$106,431 80
			TNO	сом	F2.			ψ100,101 00
				ceipt:				
Received from pren	nium oi	n loai		_			\$23,620 09	
Received from ren							, , , , , , , , , , , , , , , , , , , ,	
sheep, grass, and				_			4,769 96	
zacep, grass, and	., , , , ,							\$28,390 05
								# - 0,000

Payments.									
Premium on loans									
Fund	•								
Income carried to (Gener	al Cit	y I	ncome			4,769 96		
								- \$28,390 05	
								Value of the latest of the lat	
APPROPRIA	ESTOWN								
Balance unexpende						11110	, 0111111111	\$101,661 96	
•						•		φ101,001 30	
No payments were	made	on the	his a	accour	it d	uring	the financial		
year 1893–94.									
i Di	3D 0 B	*** A F	n.	N THO	. 12	TOUTO:	TTO DIDITO		
							LIC PARKS.		
Public Park Loan,							" , ,		
Amount received fr									
Balance unexpende	d Jan	luary	31,	1893	•	•	67,313 59		
								\$1,441,513 29	
			F	Expend	litus	res.		1700	
Back Bay Fens							\$51,085 01		
Riverway .							240,462 23		
Leverett Park .							86,175 62		
Jamaica Park .							231,751 28		
Arborway .							67,352 90		
Dorchesterway							43,831 76		
Strandway .							222,105 26		
Franklin Park		٠					240,358 24		
Franklin Field							92,539 45		
							60,657 01		
Dorchester Park							31,163 58		
Charlestown Heigh							25,525 19		
Wood Island Park							10,704 29		
Arnold Arboretum				•			8,363 58		
Charlestown Playg	round			•			1,222 83		
			•		٠		646 16		
Sundry surveys				•	•		2,919 19		
Betterment expens			•	•			64 87		
Balance unexpende	ed Jan	uary	31,	1894			24,584 84		
								\$1,441,513 29	

II.

Summary of Expenditures on Account of Land, Construction, and betterments for the Financial Year 1893-94.

				L	AND.					
Main Park System	:									
Riverway .					\$25,137	35				
Leverett Park					26,231	98				
Jamaica Park					210,143	17				
Arborway .					6,000	00				
Arnold Arboretu	m				776	55				
Franklin Park				•	66,226	25				
							\$334,515	30		
Marine Park Syste	m:									
Dorchesterway					\$24,067	58				
Strandway .					222,048	07				
						_	246,115	65		
Dorchester Park		•					31,147	13		
Franklin Field							51,937	04		
Sundry surveys							2,919	19		
									\$666,634	31
			CO	NT CYPE	TO THE OPPOSIT	N TOT				
Main Park System			CO	N 5 1	RUCTIO	17.				
Fens					\$51,085	01				
Riverway .					ϕ 51,085 215,324					
Leverett Park					59,943					
Jamaica Park					21,608					
Arborway .					61,352					
Arnold Arboretu					7,587					
Franklin Park										
Flankin Laik	•	•	•	•			\$591,033	K.C		
Marine Park Syste	m·						фээт,0ээ	90		
Dorchesterway					19,764	10				
Strandway .		•		•		19				
Marine Park										
Maine Laik	•	•	•	•	00,001	01	80,478	20		
Charlesbank .							646			
Wood Island Park			•	•		•	10,704			
17 COU ISIANU I AIR.	•	•				•	10,101			
Amounts carried	l for	ward,					\$682,862	39	\$666,634	31

Amounts bro	ught fo	rward	₹,				\$682,862	39	\$666,634	31
Charlestown H	eights				٠		25,525	19		
Charlestown Pl	aygrou	ınd.			•,		1,222	83		
Dorchester Par	·k .						16	45		
Franklin Field							40,602	41		
									750,229	27
			BE	TTE	RME	NTS.				
Jamaica Park			o			•	\$59	68		
Strandway							5	19		
							-		64	87
									\$1,416,928	45
				I	II.					

Summary of Expenditures on Account of Park Construction from the organization of the Board October 8, 1875, to January 31, 1894.

MAIN PARK SYSTEM.

	BAG	CK BA	Y FE	NS.		
Filling					\$576,324 65	
Excavating, grading, loam	, and g	enera	l wo	rk,	529,984 98	
Roadways, sidewalks, gutt	ers, and	d drai	nage		339,836 20	
Retaining-walls, curb, and	fence				118,177 77	
Boylston bridge					92,011 43	
Plantations					66,941 66	
Charlesgate bridge					56,675 79	
Agassiz bridge		0			52,013 50	
Stony-brook bridge					40,007 11	
Railroad bridge					39,995 04	
Fen bridge					27,619 81	
Plans and designs					27,118 41	
Office and general expense	s .				14,114 92	
Machinery, tools, etc					13,797 11	
Commonwealth-avenue mo	ounds				7,641 17	
Surveying					5,472 16	
Stony-brook channel and (Gate-ho	use			1,976 28	
Water supply, settees, and	l live-st	ock			1,178 95	
						\$2,010,886 94
Amount carried forward	đ,					\$2,010,886 94

Amount brought forward,						\$2,010,886 94
		RIVER	WAY.			
Excavating, grading, loam, ar	nd g	enera	l wor	k,	\$155,371 60	
Filling	_				87,443 96	
Roadways, sidewalks, gutters					52,604 92	
					35,426 90	
Administration building .	. •				25,733 40	
Footbridges and culverts					13,876 12	
Tremont-street bridge .				۰	13,050 37	
Brookline-avenue bridge					8,936 82	
Bellevue-street bridge .					8,094 11	
Retaining-wall					4,830 57	
Bridle-path bridge					3,734 14	
Surveys, plans, and designs					3,535 32	
Water supply		۰		٠	1,384 49	
Plantations					1,000 00	
Drainage					276 12	
Gate-house					58 30	
						415,357 14
	LE	VEREI	T PA	RK.		
Excavating, grading, loam, a					\$134,381 26	
Roadways, sidewalks, gutters					14,609 09	
Footbridges and culverts					,	
Plantations				•	6,300 59 $3,617 42$	
		•		•	3,516 98	
Plans and designs	•	•	•	•	5,510 56	
						162,425 34
	J	AMAIC	A PAI	RK.		
Clearing and grading ground				en-		
eral work	.*				\$20,159 53	
Surveys, plans, and designs					2,186 54	
Water supply					480 98	
Plantations	•	•		٠	32 00	
Roadways, sidewalks, gutters	, an	d dra	inage		10 90	
						22,869 95
		ARBO	RWAY			
Clearing and grading ground	s, lo	oam, a	nd g	en-		
eral work					\$33,828 96	
Roadways, sidewalks, gutters					20,325 43	
Amounts carried forward,					\$54,154 39	\$2,611,539 37

Amounts bro	anaht for	anari	7.				\$54.154.20	9 \$2,611,539 37
Stony-brook bi							4,432 9	" "
Water supply		•				•	1,713 4	
Culverts .						•	1,471 8	
Plans and design					•	•	58 5	
rians and desig	gus .	•	•	•	•	•	90 9	
								- 01,001 1.
			ARNO	OLD A	RBOR	ETUI	M.	
Roadways, side					-		\$219,483 2	9
Plans and desig	gns .				•		1,322 8)
Plantations							713 4	1
Settees .							129 6	1
Surveying							100 00)
							e-	- 221,749 14
			FR	ANKI	IN PA	RK.		
Roadways, side	walks, a	nd øi					\$610,885 97	,
Clearing and g		_					φοιο,οοο σ.	
general work	, ,						405,043 88	4
Plantations				,			78,261 88	
Shelter and Ov							60,139 79	
				1			40,441 88	
Scarboro' Pond Park wall and g	rateways			,	•		30,672 86	
Arbor, Schooln	naster's h	ill					28,167 29	
Plans and desig							23,958 01	
Scarboro' Pond						•	23,026 10	
Structures							18,147 92	
Ellicott arch							16,732 21	4
Ellicottdale			,				12,542 94	
Machinery, too	· · ·	•				•	11,145 38	
Playstead and f						•	10,399 76	
Water supply,	0		d sott			•	8,628 97	
Ellicott cottage								
							6,692 70	
Seaver-street in					•	•	4,637 88	
Terrace wall			•	•	٠	•	3,956 08	
Concourse, Sca							3,569 80	
Culverts .	•						3,075 09	
Carriage shelte		•	•	•	•	٠	2,576 07	
Refectory build	iing .	•	٠	٠	•	0	133 88	
								1,402,836 23
Amount carr	ied foran	and						Ø4 907 077 07
21mount curr	ieu jorwi	x/u,						\$4,297,955 85

Amount brought forward,

\$4,297,955 85

MARINE PARK SYSTEM

MAR	INE	PA	RK S	SYST	rem.		
			STERW				
Filling					\$8,997	99	
Grading, loam, and general w					5,290	79	
Roadways, sidewalks, gutters					3,423	71	
Plans and designs	٠				1,311	79	
Culverts					653	00	
Plantations				•	86	90	
							19,764 18
	S	TRAN	DWAY				
Grading and general work					\$29	25	
Plans and designs					27	94	
							57 19
	M A	RINI	E PARI	к.			
Filling, grading, loam, and go	enera	ıl wo	rk		\$440,294	90	
Iron pier and rail					175,571	99	
Pierhead					67,232	97	
Structures, temporary pier, a	nd ga	as-lig	ghts		42,564	35	
Roadways, sidewalks, gutters					16,171	35	
Bulkhead					4,996	00	
					3,670	97	
Settees, electric lights, and fe	ence				1,042	88	
Water supply					43	50	
Plantations					13	00	
							751,601 91
	CAS	STLE	ISLAN	D.			
Temporary buildings and stru	ictur	es			\$24,736	16	
Clearing and grading grounds	3 .				3,215	71	
Plantations					1,407	65	
Water supply					1,174	11	
Settees and tent					819	63	
Plans and designs					52	92	
							31,406 18
	CHA	RLI	ESBA	NK.			
Sea-wall and filling					\$176,353	90	
Gymnasium grounds, filling,					Ψ110,000	00	
work			_		51,723	26	
			•				
Amounts carried forward,					\$228,077	16	\$5,100,785 31

Amounts brough	t for	ranari	7				\$999 077	16	\$5,100,785 31
Plantations .							11,720		φυ,100,700 στ
Walks and drainag							11,054		
					•	•			
Men's gymnasium		_		٠,		o 2	9,915	10	
Women's gymnasi							0.004		
shelter							9,034		
Iron rail, fence, an						•	8,367		
Plans and designs	•	•	•	•	•	•	2,000		
Water supply .		•	•	•	•	•	589		
Machinery, tools,	etc.	•	•	٠	•	۰		00	
									280,815 24
		w	OOD	ISL	AND	PA	RK.		
Grading, loam, and	l ger	neral	work				\$55,801	11	
Neptune bridge							32,320		
Filling							29,852		
Plantations .							5,148		
Drainage .	Ċ						3,468		
Plans and designs							1,486		
Field house .						•	490		
Culverts	•	•				•	425		
Bathing-house .							165		
Danning-nouse.	•	•	•	•	•	•	100		129,159 60
		7TT 4 Y	X 77.0	mor.	CTAT T	TTTO			129,139 60
							HTS.		
Grading, loam, and						•	\$25,167		
							13,769	05	
Sidewalks, gutters,	and	drain	age				7,430	54	
Plantations .							5,621	02	
Shelter building							4,185	87	
Steps							3,719	92	
Plans and designs							1,330	59	
Water supply .							53	01	
									61,277 32
	CH	ARL	EST	WN	PLA	AYG1	ROUND.		
Grading, loam, and	gen	eral v	vork				\$3,637	78	
Plantations .							304	11	
Plans and designs					•		126	56	
Walk and drainage							6		
								_	4,074 45
									-,511 10
Amount carried j	forw	ard							\$5,576,111 92

Amount brought foru	vard,						\$5,576,111 92
	DO	ORC	HESTE	R PA	RK.		
Clearing and grading gr	round	s.					1,301 05
Crommy was Street &						Ĭ	2,002 00
	F	RAI	NKLIN	FIEL	ıD.		
Drainage	•				\$24,867	50	
Clearing and grading gr	round	S .			18,847		
Plantations	•	•			1,964		
Plans and designs .	•	•			99	96	
							45,778 77
	sı	JNI	DRY AC	cou	NTS.		
General account .					\$73,987	50	
Park Nursery .					29,947		
,							103,934 57
							\$5,727,126 31
							CONCERNION OF REAL PROPERTY AND ADDRESS OF THE PROPERTY OF THE
			IV.				
	-				_		Public Park
Land, Construction of the Bo 1894.	tion,	an	d Bett	erme	ents from	the	e Organiza-
tion of the Bo	tion,	an	d Bett	erme 8, 1	ents from	the	e Organiza-
tion of the Bo	tion,	an	d Bett ctober	erme 8, 1	ents from	the	e Organiza-
tion of the Bo 1894.	tion,	an	d Bett ctober	erme 8, 1	ents from	the	e Organiza-
tion of the Bo 1894. Main Park System:	tion,	an	d Bett ctober	erme 8, 1	ents from	the	e Organiza-
tion of the Bo 1894. Main Park System: Fens	tion,	an	d Bett ectober LAND \$580,70	erme 8, 2 2. 34 49 46 11	ents from	the	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway	tion,	an	### ctober LANE \$580,70 368,20	erme 8, 2 2. 34 49 46 11 50 22	ents from	the	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park .	tion,	an	**LAND \$580,70 368,24 149,66	erme 8, 2 6, 49 46 11 50 22 42 61	ents from 1875, to	the	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park . Jamaica Park .	tion,	an	\$580,70 368,22 149,63 351,44	erme 8, 2 2. 34 49 46 11 50 22 42 61 31 07	ents from 1875, to	the	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park . Jamaica Park . Arborway	tion,	an	\$580,70 368,24 149,63 351,44 38,44	erme 8, 2 64 49 46 11 50 22 42 61 31 07 77 23	ents from 1875, to	the	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park . Jamaica Park . Arborway Arnold Arboretum	tion, oard,	an	\$580,70 \$580,70 \$68,22 \$149,63 \$51,44 \$38,44 \$73,77 \$1,540,55	erme 8, 2 64 49 46 11 50 22 42 61 31 07 77 23	ents from 1875, to	the Je	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park . Jamaica Park . Arborway Arnold Arboretum Franklin Park . Marine Park System:	tion, oard,	an	\$580,70 \$580,70 \$68,22 \$149,63 \$51,44 \$38,44 \$73,77 \$1,540,55	erme 8, 2 6, 34 49 46 11 50 22 42 61 31 07 77 23 22 89	ents from 1875, to	the Je	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park . Jamaica Park . Arborway Arnold Arboretum Franklin Park . Marine Park System: Dorchesterway .	tion, oard,	an	\$580,70 \$580,70 \$68,22 \$149,63 \$51,44 \$73,7 \$1,540,53	erme 8, 2 64 49 46 11 50 22 42 61 31 07 77 23 222 89	ents from 1875, to	the Je	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park . Jamaica Park . Arborway Arnold Arboretum Franklin Park . Marine Park System: Dorchesterway . Strandway	tion, oard,	an O	\$580,70 268,2- 149,63 351,44 73,7- 1,540,5: \$57,70 353,0-	ermee 8, 49 46 11 60 22 42 61 31 07 77 23 322 89	ents from 1875, to	the Je	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park . Jamaica Park . Arborway Arnold Arboretum Franklin Park . Marine Park System: Dorchesterway .	tion, oard,	an O	\$580,70 \$580,70 \$68,22 \$149,63 \$51,44 \$73,7 \$1,540,53	ermee 8, 49 46 11 60 22 42 61 31 07 77 23 322 89	ents from 1875, to \$3,102,864	the Jo	e Organiza-
tion of the Bo 1894. Main Park System: Fens Riverway Leverett Park . Jamaica Park . Arborway Arnold Arboretum Franklin Park . Marine Park System: Dorchesterway . Strandway	tion, oard,	an O	\$580,70 268,2- 149,63 351,44 73,7- 1,540,5: \$57,70 353,0-	ermee 8, 49 46 11 60 22 42 61 31 07 77 23 322 89	ents from 1875, to	the Jo	e Organiza-

Amount brought forwe	ard,				\$3,746,646	04	
Charlesbank					373,916	99	
Wood Island Park .					132,800	00	
Charlestown Heights					50,538	02	
Charlestown Playground					47,893	02	
Dorchester Park .					31,301	13	
Franklin Field .					56,420	27	
Sundry surveys .					2,919	19	
							\$4,442,434 66
		CO	NSTRUCT	ron			
Main Park System:					•		
Fens			\$2,010,886	94			
Riverway			415,357	14			
Leverett Park .			$162,\!425$	34			
Jamaica Park .			22,869	95			
Arborway			61,831	11			
Arnold Arboretum			221,749	14			
Franklin Park .			1,402,836	23			
					\$4,297,955	85	
Marine Park System:							
Dorchesterway .			\$19,764	18			
Strandway			57	19			
Marine Park .			751,601	91			
Castle Island .			31,406	18			
					802,829	46	
Charlesbank					280,815	24	
Wood Island Park .			• •		129,159	60	
Charlestown Heights					61,277	32	
Charlestown Playground					4,074	45	
Dorchester Park .					1,301	05	
Franklin Field .					45,778	77	
General Account .					73,987	50	
Park Nursery					29,947	07	•
3							5,727,126 31
		BE	TTERME	NTS	S.		
Betterment expenses							11,669 89
						ľ	11,000 00
							\$10,181,230 86

PARK BETTERMENTS COLLECTED BY CITY COLLECTOR, TO FEBRUARY 1, 1894.

	Assessm'ts committed to Collector.	Abated.	Net Assessm'ts.	Collected.	Outstand'g February 1, 1894.
Public Park, Back Bay	\$434,600 00	\$143,126 73	\$291,473 27	\$290,404 27	\$1,069 00
Marine Park, City Point	23,543 00	12,616 80	10,926 20	10,926 20	
Franklin Park	135,029 00	122,000 66	13,028 34	13,028 34	
Parkway, Old Harbor	60,789 00	38,042 30	22,746 70	7,250 70	15,496 00
Parkway, Muddy River	108,972 00	6,349 00	102,623 00	17,620 00	85,003 00
Totals	\$762,933 00	\$322,135 49	\$440,797 51	\$339,229 51	\$101,568 00

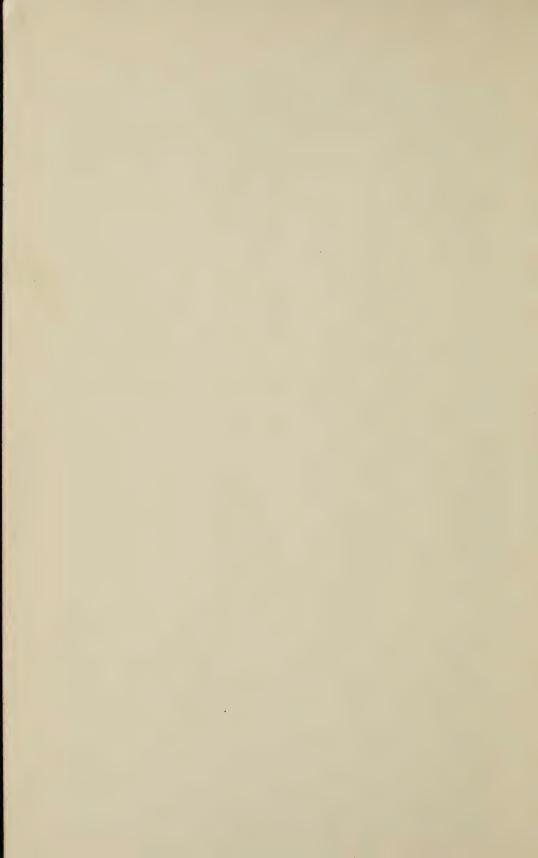
PARK CONSTRUCTION.

The following is a summary of the work done on the public parks during the year, a more detailed description of which will be found in the City Engineer's report in the Appendix:

The Fens.

The Fenway drive was completed and opened early in the season; the office building and yard were removed from Westland entrance, which was graded and planted. Considerable work was also done towards the completion of Tremont entrance, the road on the west side of which was finished and opened to travel. The stone-crusher has been kept in operation this winter in preparing stone for use on the drives yet to be surfaced at this entrance, and on Audubon road, from Brookline avenue to Beacon street. Enough stone will be prepared by spring when the crusher can be removed, and the Tremont entrance finished. This entrance, with a short section of shore path between it and Fen bridge, is all that remains to be done on the Fens so far as it is the intention to finish it at present.

THE FENS-BOYLSTON BRIDGE.



The Boston Electric Light Company is laying the underground cable and erecting the posts for forty-five arc lights, which will be installed early in the spring, thereby making it possible for the Department to keep the Fens open at night.

Four houses are already built on the Fenway, and it is expected that more will be erected this season. completion and lighting of the Fens will invite the early occupation of its frontage for handsome residences, and hasten the development of the adjoining marsh lands which are now being filled, and on which streets will soon be laid The necessity of providing transit facilities for this territory, by some route through the Fens, has received the attention of the Board, and plans have been made to provide a separate way for the electric cars to pass north of Boylston road and under Charlesgate West. This scheme will leave the driveways free from danger, carriages not being obliged to cross the tracks of the electric cars at grade. The Board feels that the safety and convenience obtained thereby will justify the added expense, which will not be large.

The Riverway.

Work has been pushed on this section of the Parkway with the result that the driveway has been opened from Brookline avenue to Tremont street. This was done with the aid of a considerable force from the Street Department, which at the instance of the Mayor was kindly placed at the disposal of the Board by the Superintendent of Streets. Although opened very late in the season, the use already made of this driveway shows the appreciation in which it is held by the citizens generally, and the completion of the plantations, walks, and bridges will render it far more attractive.

Ornamental stone bridges to carry Brookline avenue and Bellevue street over the river, and Tremont street over the outlet of Leverett pond, were constructed jointly with the town of Brookline. Similar bridges, spanning the ride and river, to carry the crosswalk from near Berner street to the Brookline side, near the relocated Longwood station, were built also in conjunction with Brookline. This walk will be carried by a bridge over the railroad to Chapel street, which has been completed from Colchester street to Longwood avenue. A stone bridge to carry the ride over the river to Audubon road, with arches over the paths on both sides of the river, and a footway under the bridge to connect these paths, is now in process of construction and will be finished early in the summer. An iron deck bridge, with granite abutments, to carry Audubon road over the Boston & Albany Railroad, is practically completed, and a contract for filling the extension of Audubon road to Beacon street has been let, which work is making rapid progress. The surfacing of this road from Brookline avenue to its terminus at Beacon street is all that is required to complete the driveways in the Riverway.

The Administration building, adjoining the railroad at Audubon bridge, and built under contract from designs by Shepley, Rutan, & Coolidge, was finished early in the season and occupied by the department, thus making it possible to abandon the temporary quarters at Westland Entrance. A considerable amount of grading yet remains unfinished about this building and adjoining the Bridle Path bridge.

Besides the surfacing of the driveway, and the work above referred to, nearly 60,000 cubic yards of gravel were delivered and placed at finished grades, and about 25,000 cubic yards of loam were transported from Ashland by the Boston & Albany Railroad under contract. The loam has been

JAMAICA PARK-PINEBANK REFECTORY.



distributed on the areas to be planted by Moulton & O'Mahoney in connection with their contract for grading at Leverett park, the surplus material from the latter being used in filling and grading the Riverway. The ride has been surfaced with screened gravel throughout its length, and the plantations have been prepared for the planting which will be done in the spring. Walls were built to retain the banks where cutting down was required and where agreements had been made with the owners of the adjoining estates. surfacing of the walks and the raising of the water in the river, which latter can be done when the Bridle Path bridge is completed, will make the Riverway an attractive resort the coming summer. The only remaining work not provided for is the Longwood bridge, preliminary plans for which have been prepared by Shepley, Rutan, & Coolidge. The building of this bridge will require concurrent action by the town and city, and the unsafe condition of the present unsightly structure will no doubt hasten its early construction. It will, when completed, be one of the finest bridges in the Park system.

Leverett Park.

This section of the Parkway, lying between Tremont and Perkins streets, comprises sixty acres of land in Boston and fifteen acres in Brookline, and contains Leverett pond, of twelve acres; Ward's pond, of $2\frac{7}{10}$ acres; Willow pond; and a number of smaller ponds or pools, most of the latter being provided for the proposed Natural History Garden which it is expected that the Boston Society of Natural History will sometime establish here. The land is diversified with woods and a considerable stretch of greensward, and being park-like in character, and of sufficient area, it has been named Leverett Park, which name had already been applied

to the largest sheet of water within its limits, having been associated with this territory in the early years of the settlement of Boston.

The work of grading the drives, walk, and ride, and excavating the ponds, which occupied all of last season, has made substantial progress, and the drive has been ballasted and covered with crushed stone for about one-third of its length. The work of removing the ledge which obstructs the drive, about midway of the park, has begun and will be continued through the winter to supply the stone needed for the completion of the roads and walks. It is expected that this park will be completed during the coming year, the work on the Brookline part being already substantially complete.

Jamaica Park.

The grading of the drive, ride, and walk along the easterly border of the park and the re-forming of the shore of the pond to make room for these constructions, have progressed rapidly during the year, and will be finished early in the season. It has been decided to excavate the shore of the pond on the site of the ice-houses, near Pond street, to secure material for filling the Arborway, and to extend the water-surface already somewhat contracted by the filling along the Pond-street line. No determination has been reached concerning the bathing arrangements at this place which were shown on the Landscape Architect's plan of the park published in the last annual report. Considerable opposition to this feature of the plan has been aroused, and the matter will be heard on petition at an early day. Plans for a boating and skating pavilion at the entrance to the pond from Pond street are being prepared by the City Architect, and it is expected that the building will be ready for use before the next skating season. The removal of the ice-

JAMAICA PARK-VIEW FROM SOUTH COVE LOOKING TOWARDS PINEBANK.



houses and other buildings from this section of the park has added very much to the attractiveness of the pond, and already shows the possibilities of future development, which will make the park a unique feature in a series of unrivalled pleasure-grounds. The surfacing of the above-mentioned drive, ride, and walk will be completed this year.

Arborway.

The grading of the Arborway between Pond and Centre streets with the surplus material from Jamaica park is nearly completed, and the ballasting of the main driveway is being done as the weather permits. A conduit to take the waters of a small affluent of Stony brook, which formerly ran through the meadow, has been built to the Arboretum, where the water emerges in an open brook, with ponded areas, from which it will be carried under the Parkway farther along by a culvert which is now being constructed. The grading of the Parkway and traffic road along the easterly side of the Arboretum has also made considerable progress, and will be finished early in the season. It is not intended to surface this section of the Arboretum furnishes a reasonably direct route through to South street.

The completion of that part of the Arborway between South and Washington streets must be deferred until the raising of the tracks of the New York, New Haven, & Hartford Railroad, which are to be carried over this section by triple stone arches. A temporary wooden bridge has been built over Stony brook, the grading of the section between Washington and Forest Hills streets is nearly completed, and the ballasting of the centre driveway is partlyfinished. This portion of the Arborway, and that between Pond and

Centre streets, will be completed and opened to travel during the ensuing year.

Arnold Arboretum.

Some finishing work has been done at the top of Bussey hill. The excavation of new channels for the brook at the foot of the hill and through the meadow near the Centrestreet entrance, and the grading of the adjoining slopes, have been completed. The building of walls and gateways at the Forest Hills and Walter street entrances, additional paths to afford more direct access to the top of Bussey hill, and shorter routes through certain parts of the Arboretum, will be completed as the exigencies of the work on other portions of the park system will permit of their being undertaken.

Franklin Park.

Scarboro' pond, seven acres in area, has been completed and will be filled in the spring to its summer level, which will give a depth of eight feet. The natural supply of water will be supplemented by the water of Jamaica pond, forced through pipes from the Pumping-station to a reservoir to be built on some elevated ground in the park. These pipes are being laid by the Water Department, and by the use of stand-pipes at convenient distances will also supply water for road-sprinkling. Scarboro' pond will add very materially to the attractiveness of this part of Franklin park.

In winter the water level will be lowered to a depth of four feet to make it safe for skating, and with the flooded area of Nazingdale will furnish good opportunities for this recreation. Plans for a boating and skating house, estimated to cost \$15,000, have been prepared by the City Architect, but have not yet been adopted by the Board. Some

ARNOLD ARBORETUM - SOUTH STREET ENTRANCE.



provision for these purposes ought to be made, the question reserved for discussion being the extent to which they should be provided for.

Two bridges spanning the pond have been built, one to carry the footpath across the northerly end, the other for the Circuit drive. They are substantial stone arches, designed by Shepley, Rutan, & Coolidge in conference with the Landscape Architects.

The completion of Scarboro' bridge and the Circuit drive enabled the Board to throw open to use last fall more than a mile of additional driveway through a section of the park which until then had been closed to carriages. This allows visitors to drive through the park without returning at least a part of the way over the same route as heretofore, and affords new and extensive views of the park scenery which were not before available.

Entrances to the Circuit drive have been made from Morton and Canterbury streets, and plans are being prepared for the Forest Hills entrance, which will connect this drive with the Arborway. These plans include a stone arch for a traffic road, at a lower level, to connect Forest Hills with Morton street at the main entrance of Forest Hills cemetery, furnishing access to the latter without the necessity of crossing the Parkway at grade. This road will also afford a convenient route for electric cars to approach the park and cemetery. It is believed that the avoidance of a grade crossing of the electric cars and the immunity from delays by more or less frequent funeral processions will justify the added expense of this arrangement.

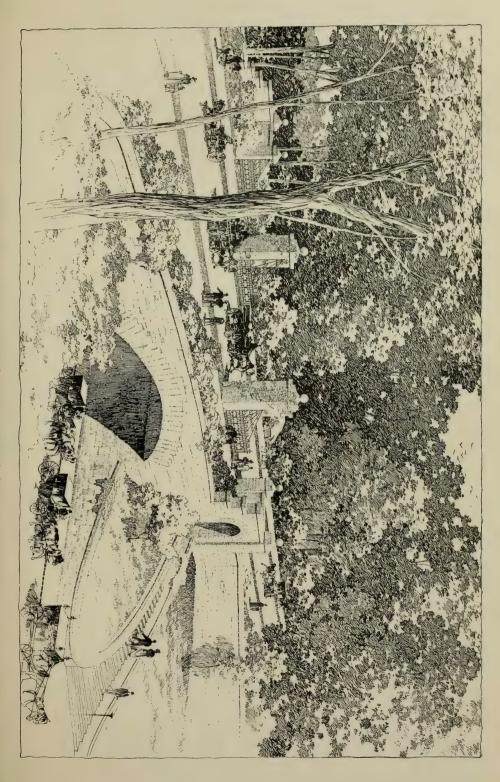
More than six miles of driveway and eight miles of walks have now been completed in Franklin park, and with the construction of Jamaicaway and Arborway through Leverett park, Jamaica park, and the Arboretum during the present season, the number of visitors in carriages to Franklin park will greatly increase.

Ellicott House, intended mainly for the accommodation of those who will use the tennis courts and playgrounds of Ellicottdale, is being built on the westerly side of the Circuit drive just outside of the grounds, access to it being provided through the arch under the drive. It was designed by Rotch & Tilden, and will contain toilet, bath, dressing, and check rooms. It was expected to open this field and house for tennis players and others this season, but the insufficiency of the appropriation for maintenance of the parks will render such action problematical.

The Shelter and the arbor and bowers for picnic parties on Schoolmaster hill have been practically completed, although until the Cottage is built they can hardly be expected to come into popular use. A bronze tablet commemorative of the fact that Ralph Waldo Emerson once lived in a house on the easterly slope of the hill, near which he taught school for a time, and which has given the hill its name, will soon be placed in position on a boulder at the easterly end of the arbor.

The completion of the Circuit drive necessitated the removal of the old propagating house and the building of a new one. This has been placed in the south-easterly corner of the park where the Nursery will be located, and the clearing of the grounds from boulders is now being done.

The improvement of the border of the park along Seaver street, following the taking of the necessary land, received the attention of the Board early in the season, and considerable work was done by the park force during the summer between Blue Hill avenue and Maple street. The buildings on the land taken were removed, and a contract was let for





the grading of the remaining part of the work which is now in progress.

Franklin Field.

A ditch to intercept the brooks and surface-waters which formerly flowed into the meadow has been constructed on two sides of the field. The brick drain through Lyons street and Chapman avenue, designed to take the ordinary flow of these waters and afford means to drain the low ground, was finished early in the season, and about eleven miles of pipe and tile drains have been laid. The old ditches have been filled up, and the surface of the meadow has been cleared and ploughed, and will be cultivated during the summer to prepare it for seeding to grass in the fall.

The Boston Cricket Club was permitted to use a part of the upland for a crease, and practice and match games were regularly played during the season.

Dorchester Park.

A topographical map of this park is being made to give the Landscape Architects the necessary data for the preparation of a plan for laying it out.

Dorchesterway and Strandway.

The work of grading and filling Dorchesterway between Five Corners and the Old Colony Railroad, under contracts made early last season, has been nearly finished. The filling of the section near the railroad will be carried only to the grade of Mt. Vernon street at present, as the question of the separation of the grades at this crossing has not been determined, the railroad company contesting the right of the city to maintain the present grade crossing. Until the Strandway is built the matter is not of much importance to this Department.

The surfacing of a part of Dorchesterway, near Five Corners, to provide an outlet for Pond street, which was under way at the beginning of winter, will be completed this year, together with some work of the same kind at Buttonwood street. The rest of the work will be postponed until a further appropriation for construction is available.

No work has been done on the Strandway, the funds at the disposition of the Board not being sufficient to warrant its undertaking a work of such magnitude. The Board regrets the delay in beginning the work, as its construction will necessitate large contracts for dredging and filling, requiring considerable time for their execution.

The Board again calls attention to the proposition submitted in its last annual report for an independent approach to the Strandway across the South Bay, for which about seven-tenths of the land required has been offered free of cost to the city. The balance of the land required is estimated to cost about fifty thousand dollars. The advantages of such a parkway would be in its furnishing a shorter and more agreeable route from the centre of the city to the waterside than now exists, and in developing the waste lands. through which it would run, for a better class of buildings than would otherwise be erected, thereby enhancing the taxable values of a very large territory. Unfortunately the condition of the finances of the Department will not justify the taking of this property, although the offer is tempting. Should the City Government furnish an appropriation for its construction the Board would gladly lay out the proposed parkway.

Marine Park.

The filling and grading of the section of the park north of Broadway, which is designed for the purposes of an



FRANKLIN PARK-BLUE HILLS FROM HAGBOURNE HILL.



aquarium, has been completed. It contains three salt-water ponds of varying areas and depths, with walks and sloping banks. The latter will be covered with loam and planted with trees and shrubbery.

The shore south of Broadway has been graded, the landward end of the temporary pier is being removed, and the drive from Broadway to Sixth street is nearly finished.

A statue of Admiral Farragut was erected by the City Government at the junction of the Broadway entrance and the shore drive.

A plank-walk was built from Broadway to the temporary bridge to Castle island, the electric lights were relocated along the walk, and a water-pipe was laid to the island, to furnish water for two drinking-fountains. All the wooden buildings were removed from the island, and the grounds cleared.

Many thousand persons visit the island in summer, and adequate permanent provisions for their convenience and entertainment should be provided. In the absence of such facilities, permits to erect booths for the sale of refreshments were granted to a number of people who made application therefor, but the result was far from satisfactory, and the Board is considering the question of restricting the granting of permits next season.

Wood Island Park.

The work of grading the upland under contract is now in progress. This will allow of a driveway being built from Neptune road to the proposed concourse on the top of West Wood island.

The large playground has been drained, the Field House is being erected between it and the men's gymnastic ground, and arrangements have been made with Dr. D. A. Sargent for supplying the latter with the necessary apparatus.

The Field House, now being constructed, will be 130×25 feet, with a wide piazza on the easterly side, and a bridge to connect it with the gymnastic ground. It will be fitted up with a large locker-room, and toilet, bath, and dressing rooms. A section of the bath-house for women and girls, on the southerly shore, is also being built. Both of these structures are from plans by Sturgis & Cabot, and they will be completed early in the season. The Board regrets that its appropriation for maintenance is not sufficient to permit of these buildings being opened this summer.

Charlesbank.

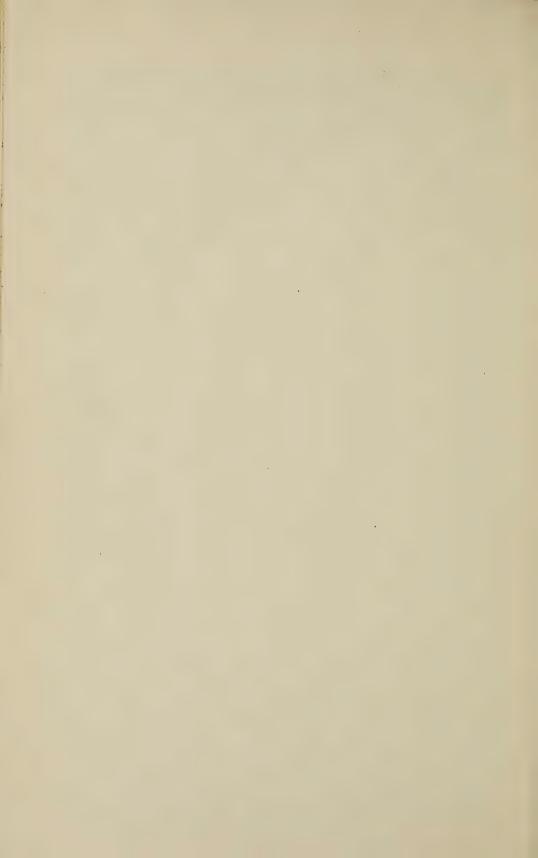
The inconvenience and unsuitableness of the buildings at the men's and women's gymnasiums, for the purposes intended, have been so evident that the Board has had plans drawn for enlarging and properly equipping them with the necessary facilities for the convenience of the large number of persons using these grounds. These improvements ought to be made in the fall and winter, to obviate the closing of the gymnasiums in the summer. A detailed report of the attendance showing the extent to which the grounds are used will be found in the reports of the City Engineer and the Committee of the Massachusetts Emergency and Hygiene Association, in the Appendix.

Charlestown Heights.

The grading and other work required to prepare this ground for use the coming summer have been completed, and a building for public accommodation is now being erected from plans by Walker & Kimball. The contract for the building includes also the retaining-walls and steps at the entrance from Bunker Hill street. The building is to be finished about June 30.



ARNOLD ARBORETUM - GLIMPSE IN HEMLOCK WOODS.



Charlestown Playground.

The only work done at this ground has been the receiving of material for filling without cost to this Department except for the levelling. Plans for a building to be erected in connection with the proposed gymnastic grounds have been prepared by Sturgis & Cabot.

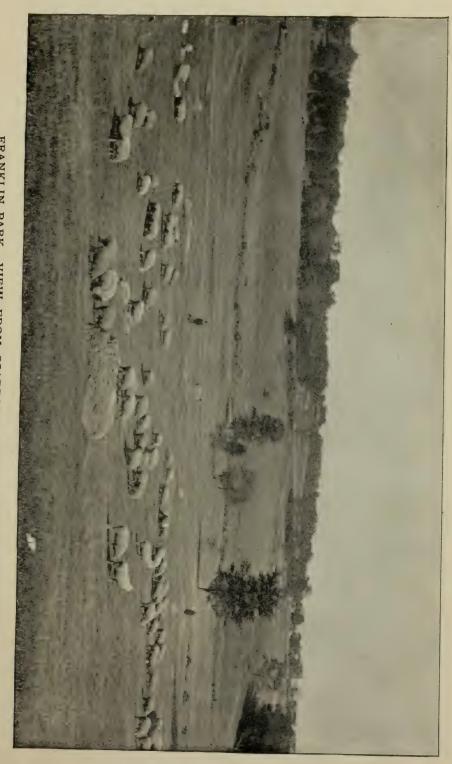
Pending Contracts.

The pending contracts, with the value of unperformed work, are as follows:

Contractor.	Place.	Nature of Work.	Date of Finishing specified in Contract.	Amount.	Unper- formed.
Boston Electric Light	Back Bay Fens	Electric Lights,	Dec. 1, '93	\$6,110 00	\$6,110 00
			Dec. 1, 95	\$0,110 00	\$0,110.00
Jones & Meehan	Riverway	Abutments of Au- dubon bridge,	Sept. 1, '93	28,427 00	3,153 94
Johnson Brothers .		Bridle Path bridge	July 1,'94	32,300 00	28,642 88
James Killian	66	Filling Audubon	Feb. 1, '94	19,600 00	16,196 78
Moulton & O'Maho-	Leverett park.	Grading	Nov. 1, '92	65,100 00	7,000 00
Andrew Carberry .	Arborway		Jan. 1, '94	6,500 00	3,700 00
Saucier Brothers	Jamaica park and Arborway	"	Dec. 1, '93	28,448 00	9,200 00
Collins & Ham	Dorchesterway	Filling		10,050 00	1,104 86
John Cavanagh & Co.	**	Grading	Aug. 1, '93	5,060 00	1,961 38
Wm. J. Maguire	Franklin park,	Roofing Shelter,		1,875 00	475 00
Chas. H. Dodge	6; 66	Ellicott House .	Feb. 1, '94	10,988 00	5,138 00
H. P. Nawn	"	Grading Seaver Street	Sept. 1, '94	27,300 00	23,745 17
Perkins & White	Marine park .	Broken stone	Aug. 13,'93	8,388 00	3,955 39
O'Connor & White.	Wood Isl'd p'k	Grading	Jan. 1, '94	30,125 00	27,724 35
Chas. H. Dodge	66 66 66	Field House	Aug. 1, '94	16,605 00	16,605 00
Joseph Ross	66 66 66	Bath House	Mar. 1, '94	2,800 00	2,800 00
E. T. Brigham		Drainage	Feb. 1, '94	1,817 20	1,817 20
D. J. Donovan Sons,	Charlestown Heights	Shelter building,	June 30,'94	24,585 00	20,785 00
				\$326,078 20	\$180,114 95

SEAVER-STREET IMPROVEMENT.

The question of the improvement of the Seaver-street boundary of Franklin park which has been under discussion for many years was finally determined, and the necessary steps were taken to condemn the land required to secure proper lines and grades. The relocation of Seaver street and the adjustment of the boundary of the park to the new



FRANKLIN PARK-VIEW FROM SCARBORO' HILL LOOKING NORTHEAST.



lines of the street were proposed by the Board in 1885 in a plan furnished the Board of Street Commissioners. Action upon this plan has since then been continually urged by the abutters on the street and by residents of the Elm Hill district of Roxbury, and several attempts were made without success to secure an appropriation for relocating and widening the street by the Street Commissioners. improvement of the park necessarily involved the reconstruction of Seaver street, it came to be looked upon as a park measure, which should be done at the expense of this Depart-Such being the condition of affairs, the Board, to determine the manner of procedure, asked the opinion of the Corporation Counsel, who recommended that as the proposed action involved a considerable portion of park territory, and was undertaken with a view to park improvement, to be paid for out of park funds, it therefore, as a practical matter, might well be carried out wholly by this Department.

The Board, therefore, on March 27, 1893, took ten parcels of land, aggregating 105,885 square feet, at an assessed valuation, including buildings, of \$37,436. Settlements have been made in six cases, involving the greater part of the lands taken, the other cases being insignificant so far as the amount of land taken is concerned. The owners of some of these parcels, nevertheless, were in doubt as to the effect upon the remainder of their estates of the taking, which included incidentally the fee and soil of Seaver street. was not intended to affect the public right of way in the street or that of the abutters, the Law Department holding that such rights were paramount and were not included in the term "fee and soil." It led, however, to the bringing of a petition for a writ of certiorari by one of the abutters, on the ground that the Board has no authority to take for the purposes of a public park land within the limits of an existing highway, and lawfully used by the public and the abutters as such. To remove this contention, and terminate the action, it has been suggested that the street be relocated by the Street Commissioners on the proposed new lines, with the consent of this Board, as provided in Section 13 of the Park Act. The Board is inclined to favor such action, provided suitable releases of the lands taken and all other damages caused by the location and laying out of the park are given by the abutters.

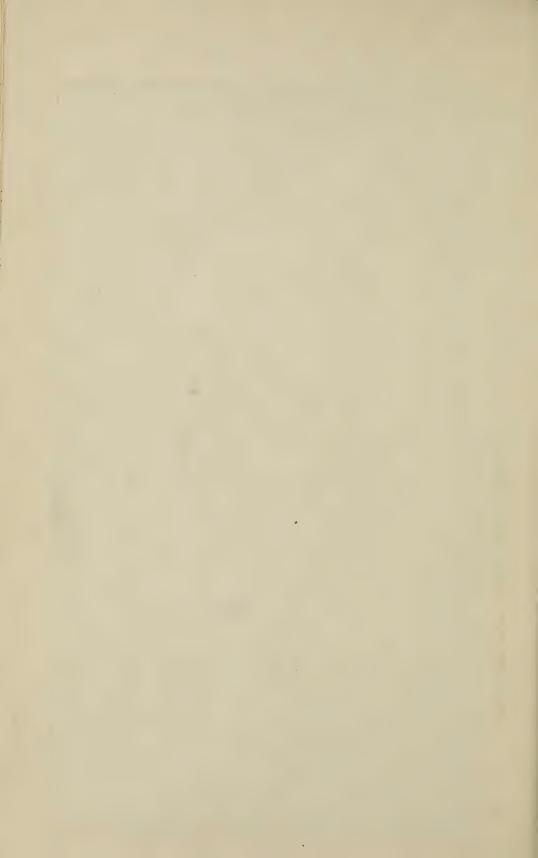
Several small remnants of the land taken at the westerly end of the street, which lie outside of the lines of the proposed relocation, should be sold to the owners of the adjoining estates, and the Board recommends that authority from the Legislature be obtained to permit this to be done.

A PARK FOR THE NORTH END.

The agitation for a park for the thickly populated region north of Hanover street resulted last year in the passage of an act by the Legislature authorizing this Board to take lands to a limit of \$300,000 in assessed values, and providing \$50,000 for construction. This act is Chapter 282 of 1893, and will be found in the Appendix. Soon after its passage the Board examined the locality with a view of determining the most suitable location for the proposed pleasure-ground, with regard both to natural advantages and a fair amount of territory for the desired purposes. This examination developed the impossibility of securing in the interior of the district a sufficient area of land within the limit of the appropriation. The large cost that would be entailed by the destruction of buildings made such a plan inadmissible. The examination further showed that the water-front contiguous to the ancient burial-ground on Copp's hill was available for a park site, being occupied by



FRANKLIN PARK-SHELTER AT CARRIAGE STAND, BLUE HILL ENTRANCE.



several antiquated wharves, with dilapidated buildings used chiefly for storage purposes, which were of little commercial importance owing to the shallow docks and lack of capacity for modern commerce. A small tract of land lying between this harbor front and Copp's hill was also found to be available, being free from buildings to a large extent, affording a desirable connection of the wharves with the old burial-ground, which for a long period had been used as a place of general resort by the children of the neighborhood, and from which, by the removal of the buildings from the land referred to, a fine view over the harbor would be secured.

Being satisfied that this location met in the fullest degree all the requirements attainable, the Board, on December 7, last, took by right of eminent domain all the wharves and docks comprising the estates known respectively as Bartlett's North and South wharves, Gray's wharf, Ripley's wharf, and Comey's wharf, and together bounded southerly by Commercial street, westerly by land and wharf of the City of Boston, formerly Atkins' wharf, northerly by the Harbor Commissioners' line in Boston harbor, and easterly by the land and wharf of the Fiske Wharf and Warehouse Company; also the entire area bounded northerly by Commercial street, easterly by Jackson avenue, southerly by Charter street, and westerly by Lime alley.

Zoölogical Gardens and Aquaria.

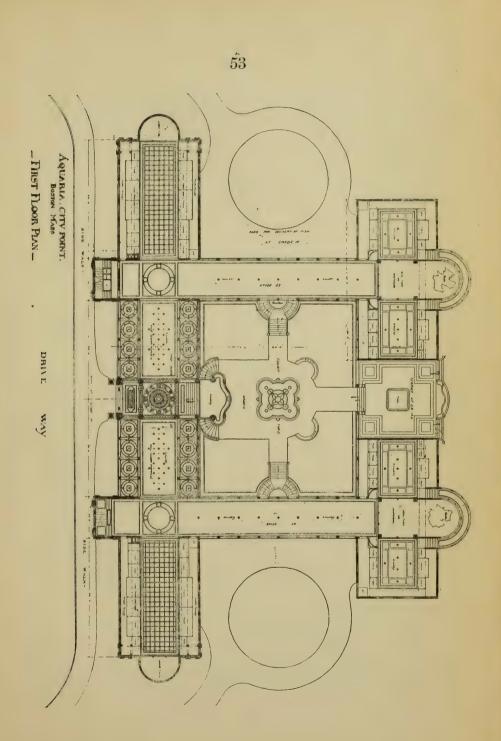
The project of establishing Natural History Gardens in the public parks, outlined in several communications from the Boston Society of Natural History published in preceding reports of the Board, has not met with the success which its importance deserves. The difficulty of raising the funds necessary for their establishment has caused a temporary abandonment of the plans which had been so well considered by the organization eminently qualified to carry them out and in the best way. The Society issued an interesting and attractive pamphlet setting forth its plans for beginning the undertaking by the establishment of a Marine Aquarium on the grounds to be especially prepared for it in the Marine park, and called for subscriptions to a fund of about \$66,000 for its installation. In this paper the Society says in regard to the advantages to the public to be gained by this scheme:

The interest taken by the general public in our natural history museums must be seen to be appreciated; and if dead creatures and their bare skeletons can attract multitudes of visitors, of how much deeper interest will living creatures prove. Such an exhibition will give the city child, whose knowledge of the world about him is so pitifully meagre, a new and vivid enjoyment. It will offer a healthful and instructive pastime to many otherwise destined to become idlers. It will open the eyes of all to the wonders and attractions of earth, air, and sea, and be a source of strength and life to the recovering invalid. It will plant deep in the hearts of the people a simple love of Nature, which, like all refining influences, will become a corrective of mischief and wrong, and a source of pure enjoyment. In the crowd of entertainments catering in a greater or less degree to evil passions, it will afford a nobler and purer, because simpler and healthier, amusement. To many it will be the beginning of a new and natural life, while to the student of the laws of Nature it will offer unparalleled fields for investigation.

The establishment of such institutions under the immediate auspices of the Natural History Society, and upon grounds leased of the Park Commissioners for the special purposes herein set forth, is a distinct assurance they will be so conducted as to merit the approval of all good citizens; and we confidently anticipate that when it has been shown what these establishments can fairly do, they will be the recipients of the utmost favor from those who possess the means for their endowment.

Plans for an attractive and in every way admirable building for the purpose were prepared for the Society by Messrs. Sturgis & Cabot, and are herewith presented by the courtesy of the architects, who say in regard to them: "The plans of





the building have been shown to the United States Fish Commissioner, Gen. Marshall McDonald, who was kind enough to give them his almost unqualified approval."

The failure of the Society to secure the support necessary to the success of the project, as detailed in the following letter of its president, becomes a public loss in view of the educational and scientific importance of the scheme, and it is to be hoped that a renewed attempt will be made to enlist the support of the representatives of the business interests of the city, who must recognize that whatever adds to the attractiveness of the city will redound to their advantage.

Boston Society of Natural History, Boston, Mass., December 19, 1893.

To the Honorable the Park Commissioners of the City of Boston:

GENTLEMEN: At the last meeting of the Council of the Boston Society of Natural History it was voted that the president inform you by letter of an action taken at that meeting. A vote had just been passed to abandon, for the present, an effort to secure funds for the establishment and support of Natural History Gardens and Aquaria. This vote was taken after a deliberate consideration at two sessions of the Council. The circumstances which led directly to this action were the following: The Directors appointed by the Council had met with little success in their efforts to secure contributions for the purpose, the public had not responded to their solicitations, the period within which they had been requested to secure the necessary funds had expired, and they had formally resigned their offices. It was felt that the unfortunate condition of the industrial and financial interests of the country made it injudicious, for the present, for the Society to attempt to raise such an amount of money by subscription. The Council believed that it would be unwise to make a beginning with less funds or with plans for smaller establishments than had been previously advocated.

The plans of the Park Commissioners show reservations of ample and well-located areas for such gardens and aquaria, and they are regarded as expressing the good intention that whatever may be done shall be well done and liberally supported. It would have been a gratification to the officers and members of this Society to have assisted

successfully in the establishment of Natural History Gardens and Aquaria, if in maintenance and completeness they might have harmonized with the system of parks now in existence and in process of construction. It was for the furtherance of this object that this Society was reorganized with suitable provisions in its by-laws.

This organization remains, for the present, unchanged, and it is consequently fitting for me to say, that, in this connection, the Council of the Society entertains no other scheme than the one well known to you.

The members of the Council have the pleasure of believing that with them and the Park Commissioners there has been a perfect harmony of opinion and desire regarding the character and conduct of gardens for the exhibition of living creatures.

In accordance with the request of the Council of the Boston Society of Natural History I hereby express their regret at not being able to complete their part of the provisional arrangement so agreeably made, and convey their thanks for the cordiality and liberality with which the Park Commissioners have received and encouraged their overtures.

I have the honor to remain,

Yours respectfully,

WM. H. NILES,
President, Boston Society of Natural History.

EXTENSION OF CHARLESBANK.

In its report of 1876 the Board submitted a plan for a proposed embankment on Charles river extending from Craigie's bridge to Cottage Farm bridge. Subsequently, under authority of Chapter 92 of the Acts of the year 1881, a part of the embankment was laid out by the taking of the property between Craigie's and West Boston bridges, which mark the present limits of Charlesbank.

In its reports for 1885 and 1886, and again in 1890, the Board renewed its recommendation for legislative action to enable the city to extend the embankment, and in 1891, upon petition of the City Government, an act was passed authorizing the city to so extend it as far as the sea-wall in the rear of Beacon street. In the same year a commission

on the improvement of Charles river was established by the Legislature, consisting of three citizens of the Commonwealth, together with the Mayors of Boston, Cambridge, and Newton, and the Chairman of the Board of Selectmen of Watertown. This Commission submitted to the General Court in 1893 its final report as follows:

House of Representatives, April 20, 1893.

To the Honorable Senate and House of Representatives in General Court assembled:

The undersigned, commissioners appointed under Chapter 390 of the Acts of 1891, for the purpose of considering what improvement can be made in the Charles river between the dam at Watertown and Charles-river bridge in Boston, and other related purposes stated in the act, respectfully submit the following report, which, with the report already submitted, covers their investigation to date:

The Commission, believing that the testimony at the many hearings shows conclusively that the desire of the people is that the river shall be improved, particularly from a sanitary point of view, and that this improvement may be best made by making the different banks of the river desirable for residential purposes, submit with this report an act creating a Commission, to be known as the Charles River Improvement Commission, and recommend the passage of the act.

The evidence before the Commission showed that the navigation of the Charles river will, in the near future, be limited to barges and mastless vessels.

The Commission, therefore, recommends that the railroad bridges now crossing Charles river be discontinued, and the different railroads required to build a single structure capable of accommodating all railroad travel.

The Commission recommends that action be taken by the Legislature by which authority will be given to the city of Boston to continue the Charles River Embankment along the whole of the city's frontage on the river.

The Commission recommends the immediate construction of the embankment from West Boston bridge to the Union Boat Club building.

The Commission also recommends that such authority as may be

JAMAICA PARK-MOONLIGHT ON THE POND.



necessary shall be given to the city of Cambridge, enabling it to construct an embankment along the whole or any part of the Cambridge side of the river.

OWEN A. GALVIN,
ALPHEUS B. ALGER,
ABRAHAM L. RICHARDS,
ISAAC BRADFORD,
CHARLES ELIOT,
N. MATTHEWS JR.,
HERMAN E. HIBBARD.

The Legislature, by an act approved June 10, 1893, referred the whole question of the improvement of Charles river between Charles-river bridge and the Waltham line to the Board of Metropolitan Park Commissioners and the State Board of Health, sitting as a joint board, for investigation, and to report with recommendations to the next General Court. No report has yet been made. The Legislature also, by an act approved June 9, 1893, amended Chapter 344 of the Acts of 1891, to provide for the extension of the embankment, authorized by said act of 1891, to the Back Bay Fens, on a line parallel with and one hundred feet or less distant from the sea-wall in the rear of Beacon street. Copies of these acts will be found in the Appendix. Board requested the Landscape Architects to prepare a plan for laying out the extension of the embankment as authorized by said acts, and they submitted a preliminary report on December 26, 1893, as follows:

Boston, Mass., 21st August, 1893.

The Honorable Paul H. Kendricken, President of the Board of Commissioners of Public Parks of the City of Boston:

DEAR SIR: A proposition has long been advocated looking to a public ground to be formed upon the flats of Charles river in the rear of the houses fronting on Beacon street, and extending thence to the ex-

isting public ground of the Charlesbank. An act of the last General Court makes the project a legalized undertaking of the city, and gives your department the duty of advancing it. We have been instructed to prepare a plan for your consideration for laying out the proposed ground, which, until it receives an official designation, may be referred to as the New Charlesbank. We find it extremely difficult to devise a plan for the purpose the adoption of which we can unqualifiedly recommend, and the object of this communication is to present considerations bearing upon the problem, in view of which, before proceeding further, we should be glad to be advised of the judgment of the Board.

The adoption of a plan is the determination of a series of means for attaining a certain end or series of ends. Before the devising of a plan can be begun, the ends to be arrived at must be defined. The ends to be had in view in this case have been officially defined only as far as they are by the following words of the statute:

"The flats filled under authority hereby granted shall not be used
. . . for any other purpose than for a public ornamental ground."

The range of choice which is thus left open may be better understood if it be supposed that a law had been enacted providing that certain premises "should not be used for other purposes than for a public ornamental building." The term "a public ornamental building" may be applied to a structure adapted to the housing of a hose-cart, or to one like the Capitol at Washington, which has cost \$20,000,000. In like manner a public ornamental ground may be a green circle fifty feet in diameter, useful only as it is pleasing to people passing by, or it may be a region like that of the park of Philadelphia, measuring several miles across, and containing provisions for hundreds of heterogeneous purposes, such as water-works, an exhibition of wild animals, a gallery of art, a conservatory of tropical plants, a series of historical monuments, playgrounds for children, and so on.

In making a choice among the various ends thus left admissible, regard must be had for the comparative economy with which, because of conditions of local topography, one or another series of such ends may be pursued. For example, to provide, on the site for the New Charlesbank, a field as suitable for children to play ball upon as that of the club-ground at Longwood, fifty times as large an outlay would be required as has been necessary for the preparation of the Longwood ground.

We shall submit herewith a series of drawings, each representing the main features of a plan prepared with a view to a distinct group of ends. We trust that a discussion in the Board of the various alternatives thus presented will enable us to proceed in our duty with more confidence than we have at present of attaining a result that will be satisfactory and be worth what it will cost.

It may tend to remove some difficulties if we here refer to the fact that projected public grounds are apt to be advocated in terms that imply that it is of no great consequence how they shall be laid out because their chief value in any case must be that of supplying fresh air to the people who visit them and who live near them, and who would otherwise be compelled to breathe foul or stagnant air. Often, when this assumption is not specifically stated, it appears indirectly through the emphatic use made of such phrases, for example, as refer to all sorts of public grounds as "breathing spaces," "airing spaces," or the "lungs" of a town. To show that any such assumption should be excluded in the consideration of the present problem, it is to be observed, first, that at one end of the strip of territory to be dealt with there is the existing public ground of the Fens, and at the other end that of the Charlesbank; that parallel with the strip, at a distance of sixty yards, there is the existing public ground, a mile in length, by which Commonwealth avenue is divided; that at a distance from the proposed new ground of less than a hundred yards there is the Public Garden, which, with the adjoining Common, supplies seventy acres of additional open space. Leaving out of account, then, the fact that the great open expanse of Charles river elbows into the heart of it, it is plain that the district in question is amply provided with means of air supply. It is, in fact, better provided in this respect, as far as the interlacing of it by existing open-air spaces is concerned, than any other part of the city. It is then, plainly, the duty of the Commission to consider the problem with some specific ends in view other than that of an "airing ground."

As to the question what these specific ends shall be, certain of the ends to serve which public grounds are sometimes fitted, may be excluded by the reflection that the situation is about the worst that could have been picked out in all the city for the rearing and display of a variety of plants valuable for the beauty of their flowers and foliage. In the winter, and during the early spring and late autumn, it is a place of the most bitter exposure, northerly and westerly winds sweeping upon it over long reaches of the icy river. We have seen robust men brought to a halt and compelled to stop and bend themselves against gusts of these winds, to avoid being forced off their course by them.

We have known the windows of a house driven in by them. Parts of Franklin park, of Jamaica park, and of the Arboretum are available for the healthful recreation of invalids and children fully a month longer every year than it will be possible to make any public ground on the site of the New Charlesbank.

Next, brief comment may be desirable on the circumstance that the project has been advocated in terms implying that the view of the Charles, which the measure will make available to the public, is one of much rural loveliness. In determining the purposes to which the New Charlesbank shall be planned to serve, it must be remembered that the beauty of a river depends upon the character of its banks. The Charles once had picturesquely rural banks. It still has them at some distance above the city, but even now its banks, so far as they come into the view from the rear of houses on Beacon and Brimmer streets, have little or no rural beauty. Moreover, the sky-line of the prospect toward Cambridge is already broken by as many as sixty factory chimneys, cupolas, towers, and steeples, while the immediate banks of the river are nearly everywhere artificial, and yearly becoming more so. Soon there will not be a yard of natural bank in view. What is to be looked for in the future is an improvement of the banks of a yet more formal and urban character. In place of a river there will be a basin, the irregular and unsymmetrical outlines of which will be vertical stone walls; this basin, being occupied by water constantly varying in elevation, the range of daily fluctuation being about ten feet. A large body of water is in itself a beautiful and refreshing object to be brought directly in view from a city. But if the banks of the water, with all that is to be seen beyond them, are to be of artificial aspect, the promise of a view over it is not to be regarded in any process of making a plan for a place in which to enjoy it, as if that view was to have the recreative charm of rural landscape.

Not only is a public ground in this locality not required as a source of air supply to its neighborhood; not only is it a most unsuitable place in which to provide enjoyment of garden beauty within itself, or of rural scenery in the outlook from it, there is really no purpose commonly had in view in preparing a public pleasure-ground to which the site can be adapted at moderate cost. Indeed, we know of no considerable public ground either on this continent or in Europe that has been primarily intended to serve the general ends prescribed by the statute, the cost of the simply sustaining and foundation parts of which has been nearly as great relatively to the area of surface appli-

cable to those ends as the cost of corresponding parts of the New Charlesbank must be.

We are aware that comparison has been suggested in this respect with the very costly work of the Victoria Embankment in London, which has also been made by filling out upon the mud flats of a tidal stream in a somewhat similar way to that proposed in this case. But the primary object in the Victoria Embankment was not the forming of a pleasure-ground. It was devised, and the more costly features of its construction were planned, with the object of lessening the nuisance of what had come to be practically a great open sewer passing through the heart of the town. A subsidiary recommendation of it was found in the supposition that the Embankment would serve as a means of relief to an adjoining parallel street which had already become the most crowded thoroughfare for wheeled vehicles in the world. If Charles river were parallel with and adjoining Washington street in Boston, the condition in this respect would be in a degree similar. But yet another use of the Victoria Embankment is that of covering one of the most important lines of metropolitan rapid transit, which is made through a tunnel beneath it. A similar use might be made of the New Charlesbank, but this has not been proposed, we believe, by any of those who have prepared rapid transit projects for the city.

It will be seen that the value of a pleasure-ground which occupies a part of the surface of the Victoria Embankment is but a small part of the entire value of that work. In fact, it was an incidental and extremely minor end of the undertaking, nor does any use now made of the Embankment as a place of recreation justify an appreciable fraction of its cost. The pleasure-ground of the Embankment is finely decorated and very well kept. A similar ground in Boston would require an annual cost per acre for maintenance many times larger than is now paid for any part of any ground in the care of your Board. Yet it is remarkable how little the pleasure-ground of the Victoria Embankment is used by the public except as a thoroughfare. We have several times, on fine summer days, walked a distance of a quarter of a mile in it without coming upon a single person seated or strolling as if for pleasure. At the same time thousands might be seen in the parks.

Reviewing all these considerations, the conclusion is unavoidable that the leading elements of value of a public ground to be formed upon the base required by the statute is to be found in the circumstance that those who, during the summer, shall resort to this place from the compact parts of the town, will find refreshment and recreation, not by anything

to be established within the ground, but by looking out from it over a broad sheet of water. Except as a place for rest and exercise, with command of such an outlook, it must be concluded that no value can be given this ground that will be commensurate with the cost of preparing and maintaining it.

Proceeding from this conclusion the question of a plan must be regarded as a question mostly of means to be used for the convenient resting and passing to and fro of the people who shall come to the place. Among these means must be included trees for shading the walks, and provisions for various bodily wants. There is occasion to provide but one specific local feature. The movement of boats on the water will be a source of amusement to visitors who do not personally enter them. For this reason, as well as because on sanitary grounds, the city should lose no convenient and inexpensive opportunity to encourage its people in the practice of healthful open-air recreation; the plan should provide facilities for the use of boats.

Except as suitable arrangements are required for boats and boating, the question seems thus to be reduced to little more than one of the extent and variety of ways of passage and conveniences for rest that will be required for the accommodation of such people as are likely to come in summer to this ground, rather than to one of the adjoining public grounds, that is to say, the existing Charlesbank ground, the Public Garden, the Common, or the Fens. Having in view the consideration that the foundation-work of the proposed ground will cost more, relatively to the area to be used, than that of any public ground for the preparation of which the Park Department has thus far been responsible, and that the larger the ground made the larger will be its cost per foot, the question that needs the most consideration from the Board would seem to be this:

At how short a distance from the present shore, within the limits prescribed by the statute, can the water-side boundary of the New Charlesbank be established without unwisely cramping spaces needed for ways of communication and rest and for the healthy growth of trees for shading these spaces?

All the drawings that we submit present the common feature of a broad walk on the brink of the water. This walk is to be regarded as a necessity of the situation, since, whatever other disposition should be made of the space in question, it would often be impracticable to prevent people from crowding upon it. This outer walk would be a continuation of the existing main walk of the Charlesbank.

All of the drawings also show a strip of ground bordering the inner side of this walk, which strip is to be occupied by shade trees and seats. A wheelway is, in most of the drawings, proposed to be carried on the inside of this strip. The Board may question whether the use of a wheelway parallel with Charles, Brimmer, and Beacon streets and on the bleak side of the rear of houses fronting on those streets, is likely to be of enough use to justify the great outlay that will be required for its construction. We therefore present plans in one of which the wheelway is partly, and in another wholly, omitted.

None of the plans provide for a bridle road. It can, of course, be introduced if the Board thinks best. We know that the omission of it would be disappointing to many, but we doubt if, upon due reflection, the Board will think that its value to the public will compensate for its cost.

The value of a bridle road lies mostly in the circumstance that it is so constructed that there is less jar for a horse and rider moving upon it at speed than there is on a pavement or a macadamized road. It is usual to ride at a much higher rate of speed upon a bridle road than upon a carriage road. Horses often move at a brisk gallop on the bridle roads of the Paris, London, and New York parks. When so moving, it is impracticable to pull them up or turn them so quickly as to avoid any obstacle appearing suddenly and near at hand before them. Hence a bridle road is undesirable except where a clear course can be had for a considerable distance. For this reason Rotten row in Hyde park is railed in throughout its length, and no one is allowed to cross it. Whereever, in Central park, New York, the law allows carriages or people on foot to cross the bridle road, archways are provided passing over or under it. It is the same in Prospect park, Brooklyn. Positions have been selected for these archways in which the bridle road is either carried through a depression or follows a ridge of the surface. There will be no such positions on the New Charlesbank, and if archways were to be made for crossing the bridle road, either over or under, they would be costly and cumbrous. Without such archways, dangerous cross walks will be necessary, and all riding on the bridle road will have to be slow and cautious, or the danger of knocking down women and children will be found intolerable. The whole space which the law allows to be occupied for all purposes north of Beacon street is but one hundred feet wide. If a bridle road is to be introduced within this space, it will have to be a very narrow one not to undesirably cramp a carriage road and a water-side walk, and the necessary planting spaces for trees to shade them.

It may be observed, in conclusion, of this part of the subject, that no other city in the world has as great a length of bridle roads relatively to its population as is contemplated for Boston. London, where riding is a more common amusement than in any other great city, has not a tenth part as much. Boston already has about five miles of bridle roads open to use, but during the last month we have seen not a dozen men, and not a single woman, riding for pleasure upon them. Taking into account the fact that a bridle road is nearly useless when the ground is frozen, and hardly needed when there is snow on the ground, the expediency of adding to the extent of bridle road now planned at the great cost which would be necessary if the addition was to be made on the New Charlesbank is, we apprehend, very questionable.

Should the Board wish to pass judgment at once upon any of the propositions that have been suggested in this report, it may, perhaps, conveniently do so by a vote upon a selection to be made from the following series of forms submitted for its consideration:

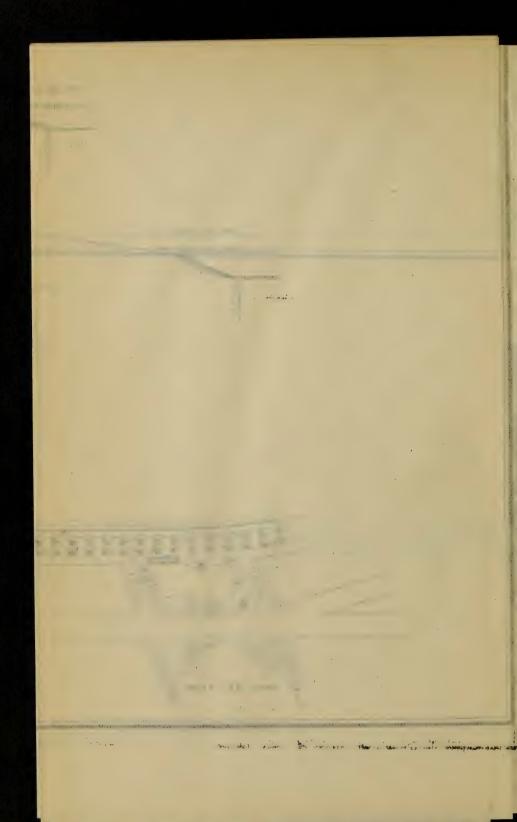
1. A public walk near the water-side is required from end to end of the New Charlesbank.

To this proposition No. 1, if the Board decides not to require a drive or a ride, an addition may be made so that it will read as follows:

- 2. A public walk is required from end to end of the New Charlesbank, to be laid out nowhere beyond the limit prescribed by the statute, and, wherever practicable, as far within that limit (a) as will be consistent with convenience and gracefulness; (b) as will give room for plantings on the landward side of it, these plantings to be designed to provide shade for the walk and for seats facing the walk; (c) as will give room at a point conveniently accessible alike from Beacon and from Charles streets for a house of public convenience and for a house or houses and other requirements for a boating station. (It would cost less to carry out this proposition than any others the consideration of which we should propose.)
- 3. A drive is required from end to end of the New Charlesbank, on the landward side of a walk following the new shore to be made.
- 4. A drive is required between Cambridge street and Chestnut street.
 - 5. A drive is required between Chestnut street and Charlesgate.
 - 6. A ride is required from end to end of the ground.
 - 7. A ride is required from Chestnut street to Charlesgate.

The Board will not probably be disposed to build a continuous wall as

CITY OF BOSTON --- PARK DEPARTMENT PAUL H. KENDRICKEN, FRANCIS A. WALKER, CHARLES F. SPRAGUE, COMMISSIONERS PLAN OF CHARLESBANK REAR MIGH WATER 244 FROM MEAN LOW MATER .. WEST BOSTON BRIDGE TO BACK BAY FENS. ASS SETT ON FILTER ST — 1895 — DEMOTED DEMOTED & ELIOT LANDSCAPE ARCHITECTS WILL AM JACKSON. CITY ENGINEER. DECEMBER (895 CROSS SECTION AT PINCKNE ST BEACON BACK BAY FENS



costly as that upon the water-side of the Old Charlesbank, and may be disposed to give instructions as follows:

For the outer face of the New Charlesbank any two or all of the following methods of construction may be adopted, as, having regard to local conditions, shall accomplish the essential purpose at the least outlay: (a) a wall of masonry; (b) a stone-pitched embankment supporting a dry wall above high-water mark; (c) a beach.

Drawings are presented illustrative of each of the above methods, except that of the wall of masonry, of which an example is to be seen in the wall of the Charlesbank.

Respectfully submitted,

Olmsted, Olmsted, & Eliot, .Landscape Architects.

The Board thereupon passed the following votes:

"Voted, that the Landscape Architects prepare a plan for the Charlesbank extension on a basis of an embankment of one hundred and twenty feet outside of the present harbor line between West Boston bridge and the angle in said line near Otter street, and of seventy feet outside the present harbor line between Otter street and Charlesgate East, with such treatment at said angle and at the terminus at West Boston bridge as circumstances and a provision for boat-houses at these points would seem to require.

"Voted, That the said plan when prepared by the Landscape Architects be estimated upon by the City Engineer, and when approved by the Board be submitted to the Secretary of War for his approval."

The Landscape Architects accordingly prepared a plan of Charlesbank from West Boston bridge to Back Bay Fens, which is herewith published. The City Engineer estimates the cost of building the embankment, according to this plan, at \$482,735, and of finishing the thirty-foot private way in the rear of Beacon street at \$35,145, or a total cost of \$517,880.

PARKWAYS IN WEST ROXBURY.

As soon as the Metropolitan Park Commission had definitely determined upon the taking of the Blue Hills, and the making of some form of reservation at the woods in the neighborhood of Stony brook and its source at Muddy pond in Hyde Park and the West Roxbury district near Bellevue hill, the Board, at the suggestion of the Mayor, caused surveys to be made of three different routes for a parkway to connect the Metropolitan with the Boston park system as shown in the accompanying diagram.

Two of the routes indicated would connect the Arnold Arboretum with the proposed "Stony Brook Reservation," as it has been called by the Metropolitan Park Commission, and the other would connect Franklin park with the same reservation at a different point. The Landscape Architects in submitting the plans of these alternative routes say in regard to them:

"Route No. 1 (the westerly one shown on the diagram) is the best as regards natural scenery. It is also the best from a financial point of view, since its construction would render a large area of wild woodland and farming land more valuable for fine suburban residences than either of the other routes. For nearly a mile of its total length of two and a half miles it will also afford the cheapest and best way of providing for the surface drainage of a large body of land by preserving the natural watercourse, as the Muddy river improvement has done.

"Route No. 2 (the central one of the diagram) is the shortest, having a length of one and eight-tenths miles. It passes, for the most part, through a district already well supplied with streets, and cut up into comparatively small lots. There being little scenery of value to preserve, and but little side-hill grading necessitating extra width for slopes, this route need have only a moderate width. At the same time, the facilities which it would afford for pleasure driving and riding are such that the land-owners can

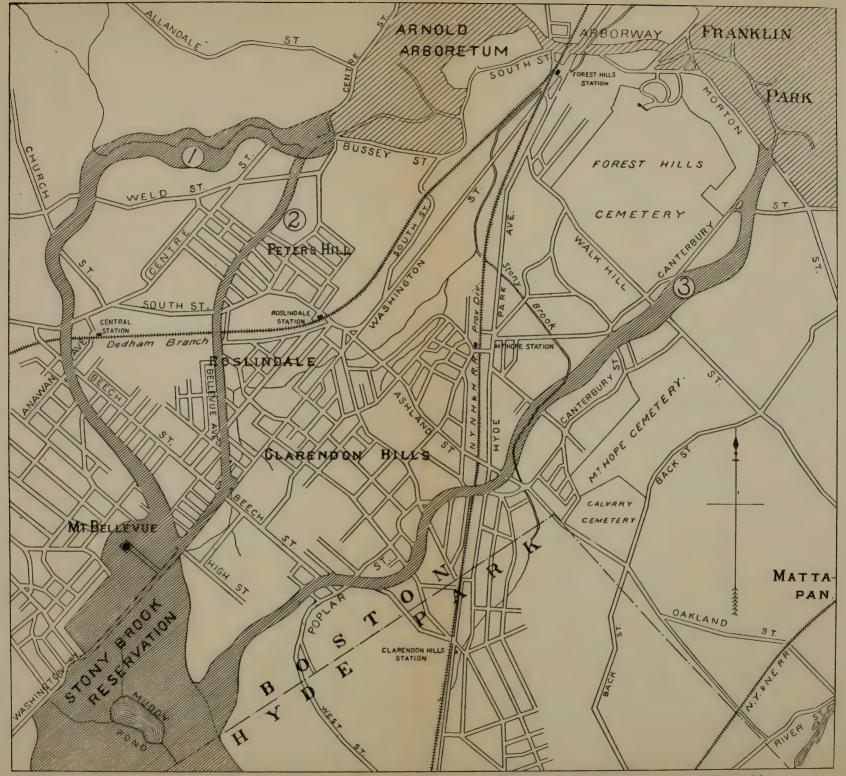
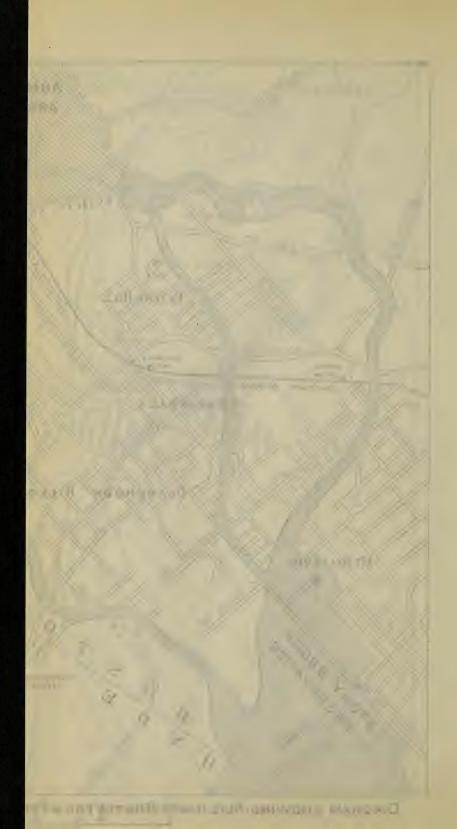


DIAGRAM SHOWING ALTERNATE ROUTES FOR A PORTION OF PROPOSED PARKWAY TO THE BLUE HILLS.



well afford to give land, and to aid in its construction. Both Route 1 and Route 2 are open to the disadvantage that they connect at the Arboretum with comparatively narrow park drives, and that there is no bridle path connecting through the Arboretum with that in the Arborway. The latter deficiency may possibly be remedied with the consent of Harvard College, which controls the Arboretum.

"Route No. 3 (the easterly course), while it is the longest (three and one-fourth miles), passes through the cheapest land, and would, therefore, cost the least in land damages. For a mile and a quarter it follows the brook from Franklin park and Stony brook, and it would thus include a channel for the surface drainage of a considerable territory, much of which is swampy or low, and will be greatly benefited by the improvement. A notable part of this route passes through land already belonging to the city, being now used for the infectious ward of the City Hospital, and for the new insane asylum, the buildings of both being at an ample distance from the proposed parkway. This route possesses the great advantage of continuing the ample pleasure drives and bridle paths of Franklin park through what would be a pleasant, meadow-like parkway, then over the end of Clarendon hill, where extensive views would be commanded, then through wild woods to the secluded borders of Muddy pond.

"Thence either of the three routes would before long probably be extended to the picturesque Mother brook; then through the broad, charming landscape of the Neponset-river valley above Hyde Park; then through pleasant fields and hedgerows to the most popular entrance to the Blue Hill reservation.

"This West Roxbury parkway is to be considered as an important chain in a general and intimately connected sys-

tem of parks and parkways, and it is desirable to make it of a similarly picturesque character as that of the great parkway that runs from the heart of the city to Jamaica pond, by way of the Back Bay Fens and the Riverway. And just as Jamaica park and Leverett park are enlargements in that parkway, so in the parkway to the Blue Hills the Stony Brook reservation would constitute a great enlargement, expanding to the proportions of a considerable stretch of woodland, whose final shape will be perhaps largely determined by the route chosen from the Boston park system."

A map of the main park system from the Common to Franklin park is published with this report.

TABLES ANNEXED.

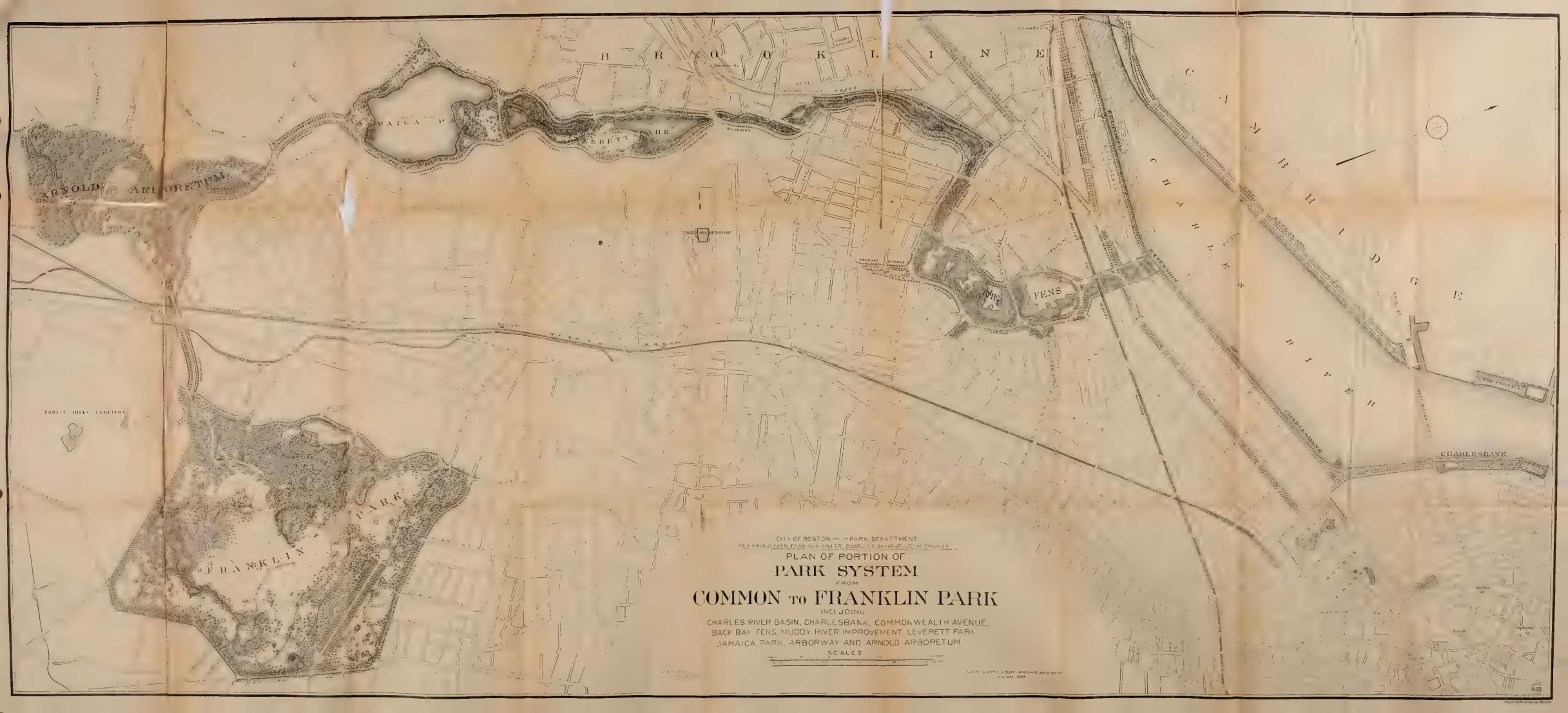
In the Appendix will be found tables showing cost to date of the public parks, and other details; also report of the City Engineer, and special laws relating to the park system.

Respectfully submitted,

Paul H. Kendricken, Francis A. Walker, Charles F. Sprague,

Commissioners.

Boston, January 31, 1894.





APPENDIX.

APPENDIX.

CITY ENGINEER'S REPORT.

Engineering Department, 50 City Hall, January 3, 1894.

Hon. Paul H. Kendricken, Chairman, Board of Park Commissioners:

SIR: I herewith submit the following report of the work done and of the matters of interest in connection with the work placed under my direction by your Board, the work being continued under the immediate charge of Assistant Engineer E. W. Howe.

THE FENS.

Filling. — The land needed for widening Tremont entrance on its easterly side has been acquired; filling was purchased from various parties and the land graded. The amount of filling was 5,937 cubic yards.

The completion of the new Administration building on Audubon road having made the use of the temporary yard and buildings at Westland entrance unnecessary, these buildings were removed and the grounds graded and planted.

Roadway and Walks. — Austin Ford & Son, under a contract dated January 9, 1893, delivered 2,262 lin. feet of curbstone at \$1.53 per lin. foot. This has all been set except the portion on the easterly side of Tremont entrance, where the filling has recently been done. The roadway from Huntington avenue, through Tremont entrance and along the Fenway to Brookline avenue, has

been surfaced. There remains to be done a short section of roadway on the easterly side of Tremont entrance and the walk from Tremont entrance to Fen bridge to complete the Fens, with the exception of the part north of Beacon street, and the buildings at the yard near Audubon road.

Electric Lighting. — On October 7 a contract was made with the Boston Electric Light Company for lighting the Fens. Under this contract the company is to furnish 45 arc lights of 2,000-candle power each, and is to lay underground cables for the same, and furnish and erect the lamp-posts. The work was begun on December 1, but is not yet finished.

Miscellaneous. — The floor of the Charlesgate bridge has been renewed and the gates in the Stony brook gate-chamber repaired.

STONY BROOK AND MUDDY RIVER COVERED CHANNELS.

These channels remain in the same condition as they were a year ago, except that a portion of the Muddy-river conduit has been cleaned of deposit. The damaged section of this conduit should be rebuilt at once. The brook channels in the town of Brookline have been improved recently, and the amount of water liable to be discharged into this conduit is much greater than formerly.

THE RIVERWAY.

Filling, Grading, and Loam. — The work of filling and grading is substantially completed, with the exception of the section north of the channel. The Boston & Albany Railroad Company delivered 58,730 cubic yards of gravel at 70 cents per cubic yard. On December 5 a contract was made with James Killian for doing the filling required north of the channel, and on Audubon road between Brookline avenue and Beacon street. This work is now in progress.

The work of transporting loam from Basin 6, of the Boston Water Works, under the contract with the Boston & Albany Railroad Company, has been completed. The total amount of loam delivered was 24,945 cubic yards, at a cost of \$23,963.94.

In addition to the above, 1,778 cubic yards of loam were purchased from other parties, at a cost of \$1,500.

A contract was made on March 24 with Moulton & O'Mahoney for distributing the loam delivered by the railroad company. The work has been finished, and the amount of loam moved by them was 22,480 cubic yards, at the price of 25 cents per cubic yard.

Bridges. — The Bellevue-street bridge has been completed. This is a masonry arch carrying the driveway and walks over the waterway. The foundation is of concrete, the face-walls of seam-faced granite, and the coping of red granite; the arch is of brick above and of granite below the surface of the water. The width of the bridge at a right angle to the line of the drive is 47 feet, and the span 44 feet. The arch is segmental in form, the radius being 23 feet and the rise 15 feet. The springing-line is at grade 2.5 above city base, or 8.5 feet below the surface of the water. The cost of the bridge was \$14,460.89, one-half of which was paid by the city of Boston and one-half by the town of Brookline.

The bridge on Tremont street has also been finished. It has a length on the line of the channel of 170 feet, and a span of 15 feet, the arch having a radius of 7.5 feet. The character of the work is the same as that of the Bellevue-street bridge. Cost, \$23,755.50; one-half paid by Boston.

Foot-bridges near Bernier Street. — Two bridges connect the Parkway near Bernier street with the walk on the Brookline bank of the river near the railroad station. One of these bridges is over the bridle path and is entirely in Boston; it is a semicircular arch of 38 feet 4 inches span and 14 feet width to outside of parapets. The foundations are of concrete and the exposed facewalls of seam-faced granite; the arch is of brick, the face brick being buff colored; the coping is of red granite. The grade of the easterly approach to the bridge is about 9 feet higher than the westerly approach, and the connection is made by steps leading from the top of the bridge to the lower walk.

The bridge over the channel has a span 52 feet, the radius of the curve of the arch being 31 feet 9 inches. The masonry is of the same character as that of the bridge over the bridle path, except that the face-brick work is of red brick, and there is to be an iron railing instead of a masonry parapet. Both of these bridges were built under a contract with Leavitt, Dailey, & Crockett, dated March 20, 1893. One-half of the cost of the bridge over the channel was paid by the town of Brookline; the balance of this, and the whole of the cost of the bridge over the bridle path, was paid by the city of Boston.

These bridges were built under the direction of Mr. A. H. French, C.E., engineer for the Brookline Park Commissioners. The working plans were prepared by Mr. French, in consultation with this Department, from designs furnished by Messrs Olmsted, Olmsted, & Eliot, and Shepley, Rutan, & Coolidge.

Bridle-path Bridge. — On October 23 a contract was made with Johnson Brothers for the erection of a bridge over the channel to connect the bridle path on the easterly side with Audubon road. Work on this bridge is now in progress.

Audubon-road Bridge. — This bridge is over the Brookline branch of the Boston & Albany Railroad. It is a plate girder deek bridge, of a span of 87 feet and a width of 100 feet. It is on a slight skew. The abutments are of granite ashlar masonry with foundations of concrete; they were built under a contract with Jones & Meehan, dated January 13. The work is nearly finished.

The ironwork of the superstructure was erected by the Boston Bridge Works, at a cost of \$8,636.40.

A wooden floor has been laid on the roadway, under a contract with Josiah Shaw, at a cost of \$1,352.60.

The sidewalk floors and the railing have not been built.

Retaining-walls. — Walls four feet in height and of a combined length of 543 feet have been built on outer line of the Parkway in front of four estates, between Longwood avenue and Francis street. These walls were built by James Killian, under a contract dated June 26, at a cost of \$4,771.63.

Drainage. — Drains and catch-basins have been built for collecting the surface-water from the drives, walks, and slopes. The

water is discharged into the channel. There have been built 49 catch-basins and 3,750 lin. feet of drains.

Surfacing Drives, Ride, and Walks. — Owing to delay in completing the filling and grading, work was not begun on the surfacing until August, when a large force was transferred from the Street Department to this work. Before winter set in, the gutters were paved and the drive and ride surfaced from the Fens to Tremont street. But little has been done on the walks. The area of gutters paved was 5,800 sq. yards; of drive surfaced, 23,948 sq. yards; and of ride surfaced, 16,000 sq. yards. There were purchased from various parties 6,710 cubic yards of stone for Telford foundation, and a large amount of stone found on the ground was also used for this purpose. There were also purchased 4,025 tons of crushed stone.

Ten thousand two hundred and twelve tons of stone were purchased during the year and delivered at the crusher at the Fens. About 6,000 tons of this stone was used, after being crushed, at Muddy river, and the balance used at the Fens, or stored in piles for future use. The prices paid have been \$1.00 to \$1.25 for stone for foundations; \$1.80 and \$1.90 per ton for crushed stone; and 60 cents to $89\frac{1}{2}$ cents per ton for stone delivered at the crusher.

The driveway was opened to travel, as far as Tremont street, on November 26, and about the same time the driveway on the Brookline side, between Tremont street and Chestnut street, was opened, thus giving a continuous park drive from Beacon street nearly to Jamaica pond.

Administration Building. — This building was completed early in the season, and is now occupied as the headquarters for the Fens, Muddy river, and Leverett park.

LEVERETT PARK.

Grading.— Work under the contract with Moulton & O'Mahoney is still in progress. The chain of ponds in the ground to be occupied by the Natural History Society have been completed, also

Willow pond and Ward's pond. A large amount of work has been done by the park force along the line of the brook, but much remains to be done.

There is also some heavy grading work to be done in connection with the changing of the location and grade of Perkins and Chestnut streets.

Bridges. — Three small bridges of masonry and one culvert on the line of the brook have been built under the contract with Kelly & O'Hearn, dated August 27, 1892. These are small structures, and serve to carry walks and a drive over the brook. They were built under the direction of Mr. A. H. French, C.E., engineer for the Brookline Park Commissioners, they being on the boundary line between the city and town. One-half of the cost was paid by the city, its payment amounting to \$5,587.23.

Drainage. — Two thousand three hundred and four lin. feet of drains and 29 catch-basins have been built for collecting surfacewater, and discharging it into the channel or upon the surface of the ground, where it can be done without injury.

One thousand one hundred and fifty lin. feet of drains, with nine gates and three manholes, have been built for controlling the flow of water in the small ponds.

Surfacing Roads, Walks, and Ride. — The gutters have been paved, the roadway ballasted and covered with crushed stone for a distance of about 1,800 feet southerly from Tremont street, but owing to the coming on of winter the work was not finished. A crusher has been set up at the ledge on the line of the drive, about 2,000 feet southerly from Tremont street, and the work of quarrying and crushing the stone is now in progress. It is intended to use this stone on the Parkway, between Tremont and South streets.

Miscellaneous. — A considerable area has been planted. About 1,000 lin. feet of 6-in. water-pipe have been laid connecting with the main pipe of the Jamaica Pond Aqueduct Company, and two stand-pipes erected for supplying water for road-sprinkling.

JAMAICA PARK.

Grading. — Work under the contract with Saucier Bros. is still in progress, but is very near completion. The old buildings on the line of the Parkway, on the easterly side of the pond, with the exception of two, have been removed. The unoccupied grounds on the westerly side of the pond have been cleared, the cellars filled, etc.

Water-pipes. — Water-pipes have been laid along the Parkway by the Water Department, for supplying abutting estates with city water; also pipes have been laid for utilizing the water of Jamaica pond for road-sprinkling and for supplying the ponds in Franklin park. The latter pipes have been laid at the expense of the Park Department, and the length laid is 700 lin. feet.

ARBORWAY.

Grading. — The section between Pond street and Centre street is being graded by Saucier Bros., in connection with the grading at Jamaica park.

On February 27 a contract was made with Andrew Carberry for grading the park drive and ride on the easterly side of the Arboretum. The work was completed, but as additional filling was necessary, another contract was made with him, on November 1, for excavating the traffic road on the same section of Arborway. This work is now in progress.

On December 12, 1892, a contract was made with Newell & Snowling for doing the earth grading required on the section between Washington and Forest Hills streets. This work has been completed, the amount paid the contractors being \$7,907.64. A ledge on this section is now being removed by the Department force.

Drainage. — The contract for building the drain to carry the water of the brook which comes from west of Pond street to the Arboretum having been abandoned, a new contract for completing the work was made on June 19 with H. P. Nawn. The work has been finished at a cost, including the amount paid the first contractor, of \$13,961.44.

Bridge over Stony Brook.—On April 10 a contract was made with William L. Miller for building a temporary bridge to carry the Arborway over Stony brook. The bridge is of wood. The abutments are of vulcanized spruce piles spaced three feet apart and covered on the back with 3-in. vulcanized hard-pine plank.

Anchor piles were driven 15 feet back from the abutments, with which they were connected by $1\frac{1}{4}$ -in. iron rods.

The floor of the bridge is of 8 × 16 in. vulcanized hard-pine stringers, covered with 4-in. vulcanized hard-pine and 2-in. spruce plank. The span of the bridge is 26 feet, and the length on the line of the brook 222 feet. The work was completed at a cost of \$4.284.

Water-pipes. — Water-pipes, both for city water and for Jamaica pond water, have been laid between Pond and Centre streets and between Washington and Forest Hills streets. The length of pipe laid for the Park Department was 1,425 feet of 8-in. pipe and 1,400 feet of 10-in. pipe.

Surfacing Drive, Ride, and Walks.—A small amount of surfacing has been done near the Centre-street entrance to the Arboretum, in addition to the portion done in 1892. The ground at this point has been graded by the Department force.

DORCHESTERWAY.

Grading. — A contract was made on February 20 with John Cavanagh & Co. for grading a portion of the Dorchesterway. A small amount of work remains to be done under this contract.

On the same date a contract was made with Collins & Ham for filling the remaining portion as far as the Old Colony Railroad. This work is still in progress.

Surfacing Drive and Walks. — Work was begun late in the fall near Five Corners, but nothing was brought to a finish before work was stopped on account of cold weather.

ARNOLD ARBORETUM.

The work of construction at the Arboretum during the year has been the excavation of the channel for the brook from the outlet of the covered drain near Centre street, and the completion of the culvert under the drive on the line of this brook, the excavation for the brook near the foot of the northerly slope of Bussey hill, the completing of the grading of the top of Bussey hill, and the grading of the slopes adjoining the line of Arborway.

FRANKLIN PARK.

Drives, Rides, and Walks. — The roadway of the Circuit drive and of the Morton-street entrance have been finished and were opened to travel on November 12. The walks in the vicinity of Circuit drive are nearly finished. The length of this drive is $2\frac{1}{10}$ miles.

Schoolmaster Hill. — The roof of the Shelter has been covered with tiles, under the direction of the City Architect, and granolithic walks have been constructed in the Shelter, arbors, and bowers.

Scarboro' Pond. — The excavation of this pond has been completed, except such as may be needed at the connection between it and the pond near Abbotswood. The total amount paid the contractors for this work was \$24,067.44. When filled to the summer level, this pond will have an area of 7 acres and a depth of 8 feet, but provision is made for maintaining the depth at 4 feet in the winter, when the pond is used for skating; at the outlet near Morton street there is a chamber provided with stop-plank for regulating the height of the water; there is also a gate, by the opening of which the pond can be entirely emptied.

Bridges. — There are two bridges across Scarboro' pond. The one supporting the Circuit drive has been finished. It was built by Johnson Bros., under a contract dated June 5, and cost \$10,864. This bridge is an elliptical arch of 30 feet span and 6 feet 3 inches rise. The width of the bridge at right angles to the line of the drive is 57 feet. The abutments consist of a facing of granite ashlar backed by American cement concrete. The face-walls above the water level, and the voussoirs of the arch, are of seam-faced granite; the interior of the arch is of brick; the coping is of Braintree red granite.

The other bridge supports a footpath, and is also an elliptical

arch, the span being 40 feet, the rise 8 feet 3 inches, and the width between parapets 10 feet. On each corner there are bays, semi-octagonal in plan. The face-work is of quarry-faced Roxbury stone, and the coping is to be of red granite. The arches are to be of brick. The bridge has been built by the employees of the Park Department.

Ellicott Cottage. — This building is located just west of Ellicott Arch, and is intended for the accommodation of those using the Ellicottdale playground. It contains toilet, dressing, and bath rooms, and a room for checking clothing and other articles. It is being built by Charles H. Dodge, under the direction of Messrs. Rotch & Tilden, architects.

A water-pipe has been laid by the Water Department from Forest Hills street to this building. It will be necessary to build a sewer from the building to the Washington-street sewer before it can be used.

Propagating-house and Nursery. — As the temporary propagating-house was located on the line of Circuit drive, it was necessary to remove it. A new house was therefore built on a portion of the proposed Nursery ground. It consists of a headhouse 53×24 feet, containing heating-apparatus, potting-floor, storage-rooms, etc. Adjoining this, on the southerly side, are two glass houses, each 45×20 feet. A 4-in. water-pipe has been laid from Morton street to this building.

A small force has been employed during the winter in clearing the Nursery grounds of boulders.

Seaver Street. — Work was begun early in the season on the section of Seaver street between Blue Hill avenue and Maple street, and on September 1 a contract was made with H. P. Nawn for the grading of the remaining portion of the improvement of the street. The work is now in progress.

Miscellaneous. — The number of sheep is now 150. In the fall 90 were sold.

The following table shows some of the principal items of work completed at Franklin park. It is not a complete statement, as much of the work done cannot be classified.

Driveways completed .		99.350	80. %	ds.	or $6\frac{1}{2}$ miles.
Walks completed		58,220	٠,٠	CLD +	or $8\frac{1}{2}$ "
Ride completed		10,500	66		or $\frac{3}{4}$ of a mile.
Gutters paved	Ċ	20,099	o66		4 01 4 111110
Curbstone set		20,000			9,000 lin. ft.
12-in. water-pipe laid .		•	•	•	200 "
6-in. water-pipe laid .	•	•	•	•	4,135 "
4-in. water-pipe laid .	•	•	•	•	1,578 "
** *	•	•	•	•	8
	•	•	•	٠	8
Drinking-fountains	•	•	•	۰	1
Watering-trough for horses	•	•	•	•	_
2 ft. 9 in. brick drain .	•	•	•	٠	706 lin. ft.
2 × 2 ft. 6 in. brick drain	•	•	•	•	100
2-ft. brick drain	٠	•	•	٠	000
18-in. pipe drain	•	•	•	۰	0,140
15-in. pipe drain	•	•	•	۰	2,895 . "
12-in. pipe drain	•	•	٠	٠	2,023 "
10-in. pipe drain	4	•	•	٠	1,954 "
8-in. pipe drain	٠	•	•	۰	9,625 "
6-in. pipe drain		•	•		155 "
4-in. pipe drain	٠	٠		J	190 "
4-in. agricultural tile drain	0	٠	o		2,570 ''
3-in. agricultural tile drain		0	٥		3,520 "
2-in. agricultural tile drain	۰				26,783 "
1½-in. agricultural tile drain		٠.			26,771 "
m . 1 1 1					04.054.34
Total drains	•	•	•	•	81,371 lin. ft.
Manholes	•	•	•	•	53
Catch-basins and inlets.	٠	•	0	٠	157
Culverts	•	•	•	•	1
Open channel for brook .	•	•	•	•	2,300 lin. ft.
Gateways	•	•	•	•	2
Bridges	٠	•	•	•	3
Boundary-wall		•	•	•	4,468 lin. ft.
Buildings	•	•	•		5
Flag-staff					1
Area of ground finished.	۰	•	•		250 acres.

FRANKLIN FIELD.

The contract for excavating the drainage ditch around the northerly and easterly sides of the field was abandoned by the contractor and the work was completed by a force employed by the day. The same force has also finished the construction of the underdrains and catch-basins in the meadow land. The meadow has been cleared of trees, stumps, and boulders, and the old ditches filled. The stone removed has been broken and piled on a portion of the upland, to be used for constructing drives and walks. The meadow has been ploughed, and it is intended that the ground shall be cultivated during the coming summer and seeded to grass in the fall.

A small area of the upland was prepared for cricket-playing by the Boston Cricket Club, at its own expense, and was considerably used during the season.

The following table is a statement of the work done for the purpose of draining the meadow, the area of which is about 43 acres:

Drainage ditch		9	3,530	lin. ft.				
2-ft. brick drain .			1,300	66				
15-in. pipe drain .			977	66				
12-in. pipe drain .			976	66				
10-in. pipe drain .			1,501	"				
4-in. agricultural tile d	rain		185	66				
2-in. agricultural tile di	rain		6,969	6.6				
1½-in. agricultural tile	drain		44,028	6.6				
Total			59,466	lin. ft.,	or	$11\frac{3}{10}$	mile	es.
Manholes	•							6
Catch-basins .		•						9

DORCHESTER PARK.

No work has been done at this park during the year. A topographical survey is now being made for the use of the Landscape Architects in preparing plans for laying out the park.

MARINE PARK.

Filling and Grading. — The filling done under the contract with Perkins & White, dated September 10, 1890, has been completed. The total amount deposited was 404,691 cubic yards, at 53 cents per cubic yard. The regrading of the shore south of Broadway, under the contract with Perkins & White, dated April 27, 1892, has been finished, at a cost of \$10,246.95.

Surfacing Drive and Walks.—On April 24 a contract was made with Perkins & White for furnishing paving-blocks for the drive along the shore between Broadway and Sixth street. Under this contract 60,256 were delivered, at \$41.25 per thousand. Another contract was made with the same parties on May 17 for furnishing crushed stone. This work is nearly completed.

One thousand four hundred and ninety-two square yards of gutters have been paved, 1,148 linear feet of drains laid, and nine catch-basins built for draining this section. The portion of the wooden pier crossing the drive is now being removed, and the drive will be finished early in the coming season.

In June the Farragut statue was erected opposite the foot of Broadway, and the ground around it put in order.

A plank-walk fifteen feet wide has been built from Broadway to the Castle-island bridge, and the electric lamps which were along the shore from the end of First street have been relocated along this walk.

The painting of the iron pier has been finished.

CASTLE ISLAND.

All of the old buildings on the island, except the hospital and the building formerly occupied by the commander of the garrison, have been removed.

A water-pipe has been laid from Q street across the upland and flats to the island and a drinking-fountain erected. Provision is also made for another fountain.

A shelter tent was purchased, and, during the warm weather, was pitched on the sloping ground east of the fort.

WOOD ISLAND PARK.

Drainage. — On July 3 a contract was made with Burnett Bros. for constructing drains and catch-basins for carrying off the surface-water from the playground. The work was completed October 18, at a cost of \$3,045.18.

Another contract was made with Edward F. Brigham on December 5 for building drains to convey the sewerage from the buildings. This work is nearly finished.

Grading. — On October 2 a contract was made with O'Connor & White for doing all the excavation required for grading on the upland. This work is now in progress.

Buildings.—Contracts were made on October 30 with Charles H. Dodge for building the Athletic Field House at the boys' playground and with Joseph Ross for building a section of the bath-house. These buildings will be completed early in the season. They are being erected under the direction of the architects, Messrs. Sturgis & Cabot.

CHARLESBANK.

Men's Gymnasium. — The use of the grounds for skating was continued until February 15, 1893, when the weather became so warm that ice could not be maintained. The total attendance to that date, during the skating season, was 17,143, an average of 745 per day; of this number, 5,118 attended during February.

The gymnasium remained closed from February 15 to April 21, and during this time the grounds and apparatus were put in thorough repair. Some slight changes were made in the grounds, and a hydrant was placed by the Water Department for use in sprinkling the cinder track and for flooding the grounds in winter.

The gymnasium was opened for the season on April 21, and from May 22 to November 1 it was open evenings until 9 o'clock. From April 21 to December 2 the gymnasium was open for gymnastic and athletic exercises 180 days, with a total attendance of 154,907, an average of 861 per day.

The grounds were not used from December 2 to January 13,

when they were opened for skating. The attendance during 7 days in January, the only days when ice was available for skating, was 15,540, an average of 2,270. The largest attendance on one day was on January 14, when 5,166 were admitted. This is the largest number ever admitted to the grounds in one day.

There were four accidents during the year, but none of a serious nature.

Women's Gymnasium and Girls' Playground. — These were opened on May 15 and closed on October 31. They were in charge, as heretofore, of the Massachusetts Emergency and Hygiene Association. The report of this association gives all matters of interest concerning the work here. During the warm weather an awning was stretched over the framework which supports the gymnastic apparatus.

CHARLESTOWN HEIGHTS.

The grading of the grounds has been finished, and they have been planted or seeded; granite steps have been built where required on the hillside and the walks have been surfaced.

A building for the accommodation of the public is now being erected, under the direction of the architects, Messrs. Walker & Kimball. With the completion of this building this park will be entirely finished.

CHARLESTOWN PLAYGROUND.

Nothing has been done at this ground during the year except to supervise the dumping of ashes and earth, a large amount of which has been delivered without charge to the Department.

At the present rate of filling it is probable that the entire area will be filled by the spring of 1895.

The drains which formerly discharged into the old mill-pond have been connected with a new sewer in Alford street, thus abating a very great nuisance.

MISCELLANEOUS.

Surveys have been made of the land taken for a park at the North End, and a plan, showing lines and grades of the present surface, has been prepared for the use of the Landscape Architects.

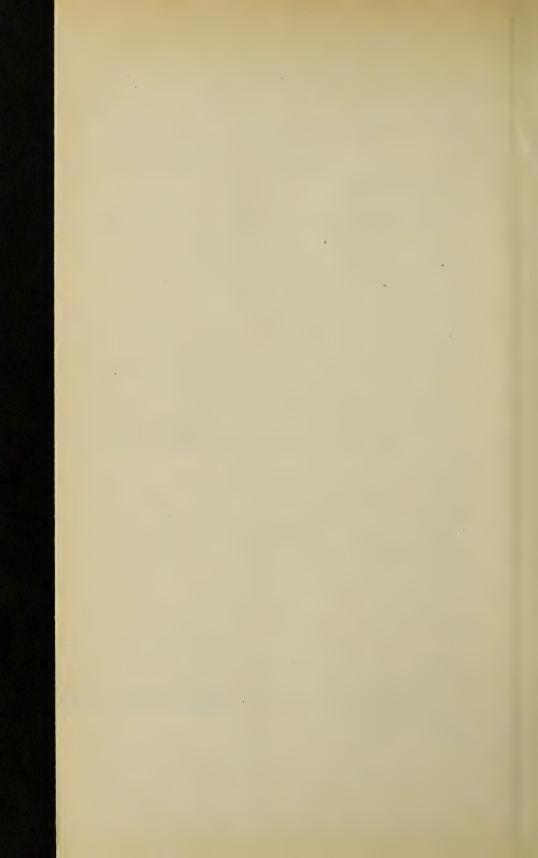
Surveys have been made of three alternative lines for a proposed parkway to connect the Arboretum and Franklin park with the proposed reservation at Muddy pond woods.

Respectfully submitted,

WILLIAM JACKSON,
City Engineer.

Public Parks. - Table of Annual Expenditures under certain heads from 1875 to January 31, 1894, prepared by the City Auditor.

	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	Totals.
																	-			
Payments for land			\$295,445 40	\$134,946 80	\$9,298 70	\$4,383 89		\$478,105 51	\$468,488 47	\$276,837 97	\$488,105 27	\$147,046 43	\$471,458 18	\$55,694 82	\$4,029 48	\$307,673 70	\$304,742 73	\$402,219 45	\$591,401 37	\$4,439,878 17
Payments for construction:																				
Excavating, filling, grading, sea-walls, etc., other than done by Department				37,629 36	107,709 02	87,875 91	\$67,493 43	17,861 62	64,492 62	69,331 93	116,992 58	62,858 16	26,643 57	55,837 15	35,142 37	182,046 26	298,489 86	279,965 27	235,458 89	1,745,828 00
Materials				143 32	1,431 60		41,528 30	62,128 42	37,479-87	22,466 58	19,109 98	1,553 81	77,568 73	60,189 51	58,001 64	38,244 65	44,637 10	42,345 28	76,744 11	583,572 91
Labor			43 75	6,763 03	3,818 12	1,622 01	31,965 72	72,570 91	82,171 11	80,937 54	50,979 39	10,814 97	226,881 57	232,107 39	247,351 69	217,010 73	187,127 64	202,408 39	223,249 39	1,877,823 35
Teaming and freights			111 72		19 00		4,943 79	7,784 29	31,762 84	59,875 41	5,560 48	294 95	74,216 41	66,999 93	46,388 08	43,457 45	41,095 14	50,180 99	72,320 02	505,010 50
Bridge construction, other than done by Department				592 80		9,118 41	72,962 36	11,526 61	547 16	828 03	11,633 44	765 04	99,393 62	102,756 57	73,409 57	22,026 44	72,171 53	41,948 49	82,534 07	602,214 24
Buildings, other than done by Department										5,866 51		2,800 00	324 07	28,881 16	8,628 12	3,000 00	4,752 70	10,433 45	29,011 34	93,697 3 5
Professional services, etc	\$2,449 69		3,505 32	4,884 57	2,296 45	2,556 00	4,164 50	5,901 81	5,620 55	8,439 03	12,119 05	14,028 39	6,664 05	9,396 73	9,820 32	11,537 02	13,834 87	14,905 25	18,238 46	150,362 06
Miscellaneous expenses	2,959 69	\$2,840 08	2, 155 36	2,916 44	7,603 44	5,013 99	6,264 63	5,709 66	6,660 31	11,365 02	13,007 30	11,222 61	14,007 19	14,906 30	15,155 33	13,424 33	12,843 76	18,489 25	18,393 78	184,938 47
Total construction account	\$5,409 38	\$2,840 08	\$5,816 15	\$ 52,929 52	\$122,877 63	\$106,186 32	\$229,322 74	\$183,483 32	\$228,734 46	\$259,110 05	\$229,402 22	\$104,337 93	\$525,699 21	\$571,074 74	\$493,897 22	\$530,746 88	\$674,952 60	\$660,676 37	\$7 55,950 06	\$5,743,446 8 8
Total cost	\$5,409 38	\$2,840 08	\$301, 261 55	\$187,876 32	\$132,176 33	\$110,570 21	\$229,322 74	\$661,588 83	\$697,222 93	\$535,948 02	\$717,507 49	\$251,384 36	\$997,157 39	\$626,769 56	\$497,926 70	\$838,420 58	\$979,695 33	\$1,062,895 82	\$1,347,351 43	\$10,183,325 05
Maintenance account:		}																		
Franklin Park									\$2,944 74	\$5,055 84	\$7,986 27	\$5,791 92	\$8,270 94	\$10,477 18	\$17,568 15	\$22,091 89	\$24,122 93	\$24,973 46	\$27,711 33	\$156,994 65
Parkway										205 50	2,395 .45	3,701 66	937 26	7,198 91	11,933 71	13,430 94	14,238 29	17,255 21	28,702 05	99,998 98
Charlesbank Park									829 66	1,120 26	1,907 47	1,854 15	1,237 64	2,241 27	6,107 65	8,885 37	10,225 65	12,819 52	15,952 37	63,181 01
Marine Park											1,385 88	2,003 42	2,737 75	3,726 43	4,030 93	4,348 84	4,221 14	8,365 77	12,619 33	43,439 49
Arnold Arboretum										86 95	1,193 37	2,027 98	1,600 46	3,659 36	3,414 30	3,806 64	3,745 76	5,178 83	8,191 45	32,905 10
Charlestown																	192 50	49 00	3,310 36	3,551 86
Wood Island															1 50	5 75	3 50	1,197 00	1,546 12	2,753 87
Dorchester Park	• • • • • •																	1,077 28	77 50	1,154 78
Franklin Field						! • • • • • • • • • • • • • • • • • • •							ļ					81 25	390 25	471 50
Total									\$3,774 40	\$6,468 55	\$14,868 44	\$15,379 13	\$14,784 05	\$27,303 15	\$43,056 24	\$5 2 ,569 43	\$56,749 77	\$70,997 32	\$98,500 76	\$404,451 24
Total land, construction, and maintenance	\$5,409 38	\$2,840 08	\$301, 261 55	\$187,876 32	\$132,176 33	\$110,570 21	\$229,322 74	\$661,588 83	\$700,997 33	\$542,416 57	\$732,375 93	\$266,763 49	\$1,011,941 44	\$654,072 71	\$540,982 94	\$890,990 01	\$1,036,445 10	\$1,133,893 14	\$1,445,852 19	\$10,587,776 29
Covered channel, Stony brook						\$46,731 8 5	\$62 ,036 10	\$13,539 55	\$2,014 66											\$124,322 16
Covered channel, Muddy river								55,712 12	47,213 05	\$27,000 25	\$17,500 12	\$1,021 04	\$25 00	\$7 99						148,479 57
	\$5,409 38	\$2,840 08	\$301,261 55	\$187,876 32	\$132,176 33	\$157,302 06	\$291,358 84	\$730,840 50	\$750,225 04	\$569,416 82	\$749,876 05	\$267,784 53	\$1,011,966 44	\$654,080 70	\$540,982 94	\$890,990 01	\$1,036,445 10	\$1,133,893 14	\$1,445,852 19	\$10,860,578 02

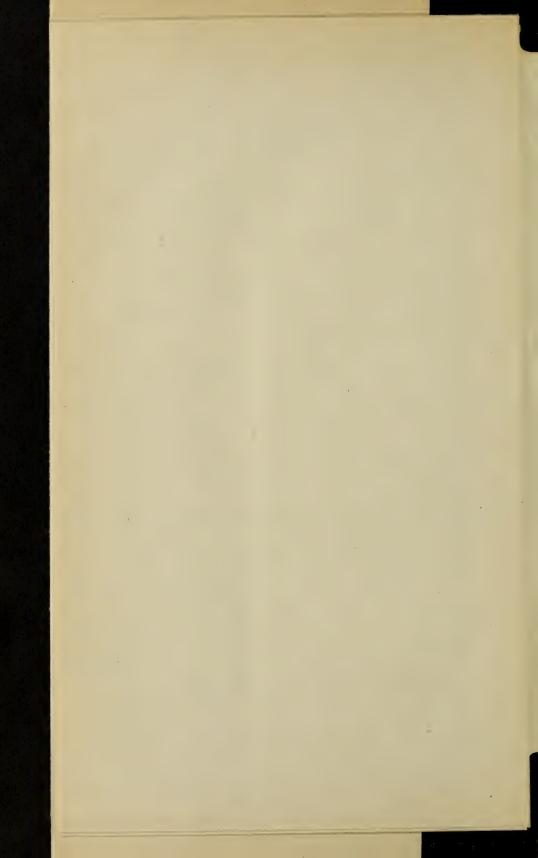


Public Parks. - Table of Appropriations.

		Public Parks Table of	Appropriations.	
			1	Object.
Navr.	Date.	Special Statutes.	Amount-	Oiger ta
			1	
Park Departm of	October 5, 1875		Appropriation, \$,000 00	Dept. Expenses
er and the second	May 1, 1876		6 5,000 (c)	
Public Park, Book Bay	July 23, 1877	Chap. 185, Acts 1870	, Loan, 450,000 00	Laud .
	December 21, 1877		Appropriation, 3,000 00	Dept Expenses,
Park Department	1		25,000 00	Construction
Public Park, Back Bay	1 obrusry 12, 1878			1
at the state of th	** 28, **		16,000 00	
Park Department	April 16, 41		6,000.00	Dept. Papenses,
Pale Park, Back Bay	1 15 3, "		25,000 00	Construction
Park Nursery	" at, "		2,000.00	43
	March 15, 1879	Transferred from Park Department	1,700 00	46
Public Park, Back Bay		•		
Park Department	April 29, "	* * * * * * * * * * * * * * * * * * * *	Appropriation, 5,000 00	Dept. Expenses.
Public Park, Back Bay	80 20 ₃ B		120,000 00	Construction
tr (6 1) 11	" 10, 1880		** 211,000 00	п.
	1 10, 11		0 5,000 00	Dept. Expenses,
Pak Department			1 000 00	Construction .
Puk Nuwery	" 10, "			1
Publi Park, Back Bay	" 6, 1881		202,000 00	" -
Park Department	0 6, 11		6,000.00	Dept. Expenses
Mully River Improvement	0 6, 0		1 5,000 00	Construction
West Roybury Park (Franklin Park)	December 10, 1881	Chap. 185, Acts 1875	Loan, 600,000 00	1 md .
1				"
Charles River Furbinkment	9 24, 9	" "	(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,]
Massiy River Improvement.	24, 35	0 1	200,000 00	
City Point Park (Marine Park)	21, 0	0 0	100,000 00	0
Last Bosten Park (Wood Island Park)	24, 0	40 10	n policina (10 mar)	0
Arnold Arboret an	n 28, a	64 65	60,000 00	ъ, ,
i i i i i i i i i i i i i i i i i i i				Construction
Pattic Park, Back Bay	April 20, 1882			
Park Department	0 20, 0		n 0,000 00	Dept Expenses,
46 6	" 6, 1883		ν δ ₁ 000 00	41 .
Park Nucces		'	1,000 00	Construction .
			100,000 00	
Pottic Park, Back Bay				
Amal J Arbacetana	" 6, "		15,600 00	, i
West Roybury Park (Franklin Park)	п 6, и		++ 5,000 00	**
Wood Islan I Park	6,		H β ₁ 000 00	41
Cuy Point Park (Marine Park)	. 17	Chap. 185, Acre 1875	Loan, 120,000 00	Land , .
	June 21, "	, ,	Appropriation, 1,000 00	Construction
Ma one Park	1			ti ti
Charles River Embankment	" 21, "		.,,	
Arnell Arboretum	January 1, 1881	Transferred from Wood Island Park	H 1,000.00	" .
	" 1, "	" Muddy River Imp'nt	o 1,000 on	
W 9	0 1, 0		1,000 00	
		· ·		Land
West Roybury Park (Frankhu Park)		Chap. 185, Acts 875	Loan, 500,000 00	Laut
Public Park, Back Bay	April 30, "		Appropriation, 150,000 00	Construction .
that s River Embassment	30, 11		126,000.00	£1 ,
	** 30, **		25,000 00	
Wood Island Park			9 24,000 00	44
West Roxbury Park (Franklin Park)	" 30, "			
Marine Park	" 30, "		24,000 00	1
Are M Arboreton	" 30, "		20,000 00	
P rk Depar most	0 30, 0		64 5,000 00	Dept Expenses,
			** 8,000 00	Construction
Arcs I Arboret ma	November 22, 1884	Transferred fo a West Roxbury Pack		11
Pott Pork, Back Bay	April 50, 1885		45,000 00	
May to Park	· · 30, · · · · · · ·		15,000 00	0
Ar . I Arbs is from	0 30, 0		** 10,000 00	
	30,		00 000,0	44
1 mlan Para				
World Island Park	" 30, "		Ф Б,680 00	** .
Park Department	3),		4,000.00	Dept. Expenses,
Park Nursery	(30, 0		44 3,000 00	(onstruction .
· ·	Fune 29, 10		10,000 00	**
1			4 2,600 00	*1
Wood Island Park	September 25, 1885			-1
Park Narroy	November 14, "		2,000.00	" -
Change Rair Fm ankment	0 11, 0	Chap 185, Act 1875	Loan, 16,000 00	Land
(0 0 0	20,			Construction .
Mana Proc	" 14, "	***************************************		Land
Pr. 1 Tark Back Bay	Describer 28, "	Transferred for a Cord Ch , Muddy River,	2,00.00	Construction .
Para Department	May 6, 1886		Appropriation, 6,500 on	Dept. Expenses.
Lark N to D	0 6, 0			Construct on .
		(1 ap 185, Acts 1875	Lean, 4,000 00	Land .
	June 12, "	* * * * * * * * * * * * * * * * * * * *	0 16,000 00	44 4 4
Ciares Roser Ladankment	October 22, 1886		0 000 00 BC 1000 00	34 4 4 4
	January 4, February 10, December 31, 1887	Chap, 301, Acts 1886	2,500,000 00	Construction .
			Appropriation, 6,500 00	Dept. Expenses,
Park Nursery		. 		Construction
	1			
Pro No name	" 30, "		70,000 00	Maintenance
Pst laclants	June 4, 0	Chap. 412, Acts 1887	Loan, 400,000 00	Land
I so la partine t	June 2, 1885	,	Appropriation, 6,500 00	Dept. Expenses.
Park Name v	" 2, "			Construct, a
P & Maintenat e	1			Maintenance
	April 29, 1889	· · · · · · · · · · · · · · · · · · ·	.,	Dept. Expenses.
Park Nortes	. 29, "		6,000 00	Construction .
Park Ma' tenan e	0 20, 0			Maintenan e
		Chap. 3-12, Act 1888		Land
				Land
" " receased from town of Brookline .		" '33'), " 1890		
	March 8, 1890	I ransferred by City Auditor		Maintenauce .
H H	May 9, "		Appropriation, 56,500 00	D
Pill by Parks, Charlestown	October 13, 1890	Chap. 271 and 444, Acts 1890	Loan, 200,000 00	Lan L& Coas .
Franklin Park		Chap. 185, Acts 1875		Land
				1
		Transferred from sale of city property	2,869-02	
1	May 7, "		Appropriation, 60,000 00	Maintenance
	11 20, 11	Chap. 301, Acts 1891	Loan, 3,500,000 (H)	Lan I & Cons.,
Dunk the	January 10, 1892	* * * * * * * * * * * * * * * * * * * *		. 1
			5,000 00	16
*****	May 19, 1892	Transferred from Reserved Fund by Mayor		
4 4	June 9, "	and Committee on Finance	8,000 00	ti .
** * * * * * * * * * * * * * * * * * * *			* * * * * * * * * * * * * * * * * * * *	
		Transferred by City Auditor	3,626-07	
			Appropriation, 80,000 00	
0 0	December 6 "	Transferred by City Auditor	20,000 00	46
	January '11, 1894	и и о	6,131 80	41
			\$11,670,763 41	
In one approximated to Maintenance to Co. C.	ura I cedan	15 1857 1 25 144 200 1472		
In one appropriated to Maintenance by City Co	and resours approved Dec.		1,772 28	
,, u u u	10 00	" " " " " [884	13,896 03	
Ο η ι ι ι η	0 0 0	1 0 0 0 1885	12,009 80	
) 1 1c O 4t 4t	31 41 4)	u o o u o ,1856	15,900 93	
4 1 1 d 1 1			1	1
		. 1001	7,416 54	
	,, , ,,	1858	3,080 00	
0 0 0 0 0	** *1 11	. 1889	4,421 12	
0 0 0 0 0 0 0	44 de	0 0 0 0 11 11 1890	6,452.97	
			1	
			811,787,572 19	
= = =			Confirmation 17	
	Summary,			
Appropriate or for fem-	fruction	\$3,979,600 00		
	Land Cerstra tion	1 p	penditures, as above	
230001	THE STREET WHEN THE STREET	Kı	penditures, as per City Auditor's a	
" " lani				
		3,599,869-02	Difference	
		3,590,860 02	Difference	
" " " Mate		3,500,869 02 	Difference	
" " " Mate	stenance, including Income		Difference , , ,	NOTE.

NOTE.

The difference between the total cost of land, construction, and connectance as given in the Aultors table and that gives above is die to epocal orate, amounting to \$5,099.39 drawn by this Department but not paid it the date of the report.



Park Statistics to January 31, 1894.

	Year of	Cost to	Cost to Date.			Length of	Longth of	Longth of	Area of
LARKS.	Taking.	Land.	Construction.	Total.	Area.	Driveways.	Walks.	Rides.	Ponds and Rivers.
MAIN PARK SYSTEM:	1879	\$580,764 49		\$2,591,651 43	115 acres	4 miles	6.7 miles .	1.1 miles	28 acres.
+ Riverway	1890	368,246 11		783,603 25	40 66	40	2.8	1.1	
Jamaica Park	1892	351,442 61	22,869 95	374,312 56			5.6	0.9 mile .	64.5
Arborway	1892	38,461 07	61,831 11	100,292 18		3,4 66	1.25 "	1.4 miles .	
* Arnold Arboretum * Franklin Park	1883 and 1884,	1,540,522 89	221,749 14 1,402,836 23	2,95,526 37	527 "	10.0	4.2 66	2.5	0.6 acre. 7.4 acres.
MARINE PAUR SYSTEM: Dorchesterway	1892	57,763 63	19,764 18	77,527 81	9 ,, 9	0.75 mile.	1.6 "		
Strandway	1890 and 1892,	353,045 22	61 19	353,102 41	(20 " land)	1.7 miles .	3.1 "		
* Marine Park	1883	232,972 57	751,601 91	984,574 48	: :	0.9 mile .	2.6 "	•	4.4 66
Castle Island	1890	373 916 99	31,406 18	31,406 18	: :	0.4 "	1.6		
* WOOD ISLAND PARK	1882 and 1891,	132,800 00	129,159 60	261,959 60	46 " land {	1.1 miles .	2.9 66		
* CHARLESTOWN HEIGHTS,	1801	50,538 02	61,277 32	111,815 34	: :		0.4 mile .		
*CHARLESTOWN PLAY-	1891	47,893 02	4,074 45	51,967 47	14 " land \	•	. ,, 6.0		
NORTH END PARK	1893	•			4 6 land 8				
DORCHESTER PARK	1891	31,301 13 56,420 27	1,301 05	32,602 18 102,199 04	: :				
Sundry surveys		\$4,4 39,515 47 2,919 19	\$5,623,191 74 73,987 50 29,947 07 11,669 89	\$10,062,707 21 2,919 19 73,987 50 29,947 07 11,669 89					
		\$4,442,434 66	\$4,442,434 66 \$5,738,796 20	\$10,181,230 86	1,900 acres.	28.45 miles. 57.65 miles.	57.65 miles.	6.3 miles.	6.3 miles. 126.9 acres.

* The lands in these parks have been paid for in full.

The assessed valuation of the lands, payment for which has been made, including interest, cost of suits, surveys, etc., as above, was \$2,907,836,94,

showing an increase in cost over assessed values of 52 per cent.

Of the above total lengths of Driveways, Walks, and diddes there have been completed to date respectively 13.4 miles, and 2.85 miles.

Of the above total lengths of Driveways, Walks, and diddes there have been completed to date respectively 13.4 miles, and 2.85 miles.

The difference between the total cost of land and construction as given in the Auditor's total cost of \$2,094.19, is accounted for by the Auditor's maintenance account, being \$7,198.58 less than the maintenance account of this department, of which \$5,099.39 are drafts drawn but not paid.

REPORT OF THE COMMITTEE OF THE MASSACHU-SETTS EMERGENCY AND HYGIENE ASSOCIATION IN CHARGE OF THE WOMEN'S GYMNASIUM AT CHARLESBANK.

Boston, November 18, 1893.

To the Park Commissioners:

Gentlemen: In presenting to you this our third annual report, we trust you will find in it conclusive proof of your wisdom in establishing out-door opportunities for health and recreation.

With your permission we opened the women's and children's division of Charlesbank May 15, 1893, a fortnight earlier than in the two preceding years. The attendance at once justified this experiment, 19,906 coming in two weeks. In June the number admitted was 29,024; in July, 39,294; in August, 28,258; in September, 16,680; in October, 9,559; a total of 142,721, the daily average, including Sundays and rainy days, being 840. This is an increase over last year of 40,676, though the attendance the first year was 1,808 more than this year.

We attribute the increase in numbers very largely to the admission of baby carriages, which has enabled mothers to bring their infants and spend long hours on the grass with their sewing and knitting. No trouble has been experienced either from this innovation or from the admission of boys under eight years. At that age they are admitted to the men's and boys' division of Charlesbank. But until that period they considered themselves unjustly treated and realized that they were not wanted anywhere. The result has proved that they are unobjectionable, and now that they can come they do not care so much about it, unless they are sickly or have charge of their mothers' babies. Sundays are generally very quiet, happy days, with an average of 665 persons, who read and sing, lounge and talk, in pleasant fashion. Often some member of the committee spends part of the day at Charlesbank telling stories to the children. On holidays the crowd flocks

to the Common or the streets, and Charlesbank is quieter even than on Sundays.

The sand-heaps have been constantly crowded with little children, who often took away the iron shovels, never the pails; but as they found the shovels were not replaced they brought their own spoons with which to dig.

The committee regard the success in the management of such large numbers of people as due to the self-control, patience, tact, and lady-like demeanor of the superintendent, Miss Elizabeth McMartin, and her assistants, Miss Mary Mahoney and Miss Rosa Doyle. A refining influence is constantly exerted over the children, and as many of them have been with us before, we now see very plainly that the gymnasium is doing a moral or civilizing work, as well as a physical one. They gain also in mental training through the carefully chosen books and papers with which they are provided, and through the kindergarten training by which Miss Doyle keeps them obedient and interested day after day. The members of the committee have taken turns in visiting Charlesbank, and in doing whatever seemed best. This year also we have had the advantage of the frequent presence of Miss E. A. Phelps, who is the visiting superintendent of the playgrounds in the city school-yards, with an attendance of 75,600 children, which are under the care of the same association, Miss Tower, chairman.

In regard to class instruction, we quote Miss McMartin's own words: "We have had class instruction each pleasant day, beginning June 26 and continuing until the opening of the public schools, September 6, in light and heavy gymnastics, the girls showing a decided preference for the heavy work. Much enthusiasm was aroused over team-races, which in a great measure took the place of football at the close of the class. Fully 135 girls have left their suits with us. We began with a class of eleven and ended with thirty, an average of twenty-four. Plainly discernible was the superiority of the kind of work done in the gymnasium over last season, and the increased regularity of attendance of a larger number.

"No serious accidents have happened, but we have had two or

three slight scalp wounds and the same number of cases of fainting.

"The Jews, Germans, Russians, and Irish came in large numbers, and by actual count it has been found that fifty per cent. of those in the gymnasium at certain times have been colored," who require more discipline than others.

In closing our report we respectfully urge the advantage of using the upper room of the lodge as a place for gymnastic drill in the winter, two or three evenings a week and on Saturdays throughout the day. If also the running track could be flooded the children could skate there in winter, a policeman being in charge and the lodge closed. If, moreover, there could be increased facilities for bathing in the summer after active gymnastic exercises, the gain in health for the women would be very great.

We desire also to express our thanks for their cordial assistance to Mr. E. W. Howe, to Sergeant Murphy, to the janitor, Mr. Murphy, and to the various policemen who have been assigned to us, and to the Flower Mission and friends who have sent us flowers for the children.

Respectfully submitted,

KATE GANNETT WELLS,
ELLEN M. TOWER,
ANNA PHILLIPS WILLIAMS,
MARGARET GIBBENS,
D. A. SARGENT,
CHARLES FRY,

Committee.

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

[STAT. 1893. — CHAP. 126.]

AN ACT IN RELATION TO RAISING THE GRADE AND CHANG-ING THE LOCATION OF THE PROVIDENCE DIVISION OF THE OLD COLONY RAILROAD IN THE CITY OF BOSTON.

Section 1. The city of Boston, by its park commissioners, may lay out a parkway, and the board of street commissioners of said city may lay out Mozart street and Williams street as highways, across the location of the Providence division of the Old Colony Railroad, as provided by the report of the commissioners appointed by the superior court for the county of Suffolk to consider the abolition of the grade crossings of Tremont street and the Boston and Providence division of the Old Colony Railroad in the city of Boston, acting under said appointment and under chapter four hundred and thirty-three of the acts of the year eighteen hundred and ninety-two. The acceptance of the report of said commissioners by the superior court for the county of Suffolk, or any justice thereof, shall be a taking of the land therein required to be taken for railroad and highway purposes, as therein specified, and damages shall be assessed and recovered therefor as provided by chapter four hundred and twenty-eight of the acts of the year eighteen hundred and ninety. The Old Colony Railroad Company shall raise the Providence division of its railroad in the city of Boston, and make all the changes therein and of the streets crossed thereby which are prescribed and required to be made by the report and decision of said commissioners, and shall primarily pay all the expenses thereof, including damages occasioned by taking land for and by alteration or construction of highways, as required by said report and decision.

Sect. 2. The court shall appoint some proper person, who may be an inhabitant of Boston, as auditor, who shall from time to

time audit and make report to the court of the expenses incurred by the railroad company in carrying out said decision of the commissioners, which reports when accepted by the court shall be final; and said court shall from time to time, upon said reports, issue its decrees for payments by the treasurer and receiver-general of the Commonwealth to the railroad company of its proportion of said expenses, as fixed and required to be paid by chapter four hundred and thirty-three of the acts of the year eighteen hundred and ninety-two. The compensation of the commissioners and the expenses incurred in surveying, engineering and other matters under their direction, to enable them to make their said report, as well as the compensation of the auditor, shall be a part of the expenses of raising the railroad as required by said chapter and by this act, and be primarily paid by the railroad company.

SECT. 3. This act shall take effect upon its passage.

[Approved March 27, 1893.]

[STAT. 1893 — CHAP. 211.]

AN ACT IN RELATION TO THE ISSUE OF BONDS AND CERTIFICATES FOR PARK PURPOSES BY THE CITY OF BOSTON.

Section 1. Section two of chapter three hundred and one of the acts of the year eighteen hundred and ninety-one is hereby amended by striking out in the last four lines thereof, the following words "nor shall said city treasurer issue in any one year, of the aforesaid bonds and certificates, a greater amount than seven hundred thousand dollars," so as to read as follows:—Section 2. Said treasurer shall, when authorized by said city as hereinbefore provided, from time to time, when requested as aforesaid, issue and sell said bonds and certificates to the amount requested, retain the proceeds thereof in the treasury of said city and pay therefrom the expenses incurred for the purposes aforesaid; provided, however, that said board shall not purchase or take, to be paid for

from the proceeds aforesaid, lands exceeding in value, as assessed for the year eighteen hundred and ninety, one million dollars.

Sect. 2. This act shall take effect upon its passage.

[Approved April 18, 1893.]

[Stat. 1893 — Chap. 225.]

AN ACT TO AUTHORIZE CITIES AND TOWNS TO ESTABLISH AND MAINTAIN PUBLIC PLAYGROUNDS.

Section 1. Any city or town in the Commonwealth is hereby authorized to take land and rights in land, in fee or otherwise, within its limits, by gift, purchase, eminent domain or otherwise, or to hire or lease the same for such period and at such annual rental as may be agreed upon, and to hold, preserve and maintain such land as public playgrounds: provided, however, that no land shall be purchased, taken or hired for this purpose until an appropriation sufficient to cover the estimated expense thereof shall, in a city, have been made by the city council, or in a town, by a legal town meeting. When a park commission constituted under the laws of this Commonwealth exists, or is hereafter established, in a city or town, the powers and duties granted or imposed by this act and other acts hereafter passed with reference to public playgrounds shall be exercised through such park commission.

Sect. 2. The city or town, or its park commissioners, if any, shall estimate and determine as near as may be all damages sustained by any person or corporation by the taking of land or by other acts in execution of the powers herein granted; but any party aggrieved by such determination may have the damages assessed in the manner provided by law with respect to damages sustained by reason of the laying out of ways. If upon trial damages shall be increased beyond the award the party shall recover costs; otherwise he shall pay costs; and costs shall be taxed as in civil cases. Within sixty days after the taking of any land under this act, the city or town, or park commission, as the case may be, shall file and cause to be recorded in the proper registry

of deeds a description thereof sufficiently accurate for identification, with a statement of the purpose for which the same was taken; and no suit for damages shall be brought after the expiration of two years from the date of such recording.

SECT. 3. Any town or city, except the city of Boston, in order to meet the expense of acquiring land for the purposes of this act, may incur indebtedness beyond the limit of indebtedness fixed by law, and may issue bonds, notes, or scrip therefor. But the indebtedness so incurred beyond the debt limit shall not exceed one-half of one per cent. of the assessed valuation of said town or city. The securities so issued shall be payable within thirty years from the date thereof, and it shall not be necessary to establish a sinking fund for the payment of the same unless the town or city shall so vote. The provisions of chapter twenty-nine of the Public Statutes and of acts in amendment thereof and addition thereto shall, except as herein otherwise provided, apply to the indebtedness hereby authorized and the securities issued hereunder.

Sect. 4. This act shall take effect upon its passage.

[Approved April 19, 1893.]

[STAT. 1893 — CHAP. 258.]

AN ACT TO AUTHORIZE THE CITY OF BOSTON TO REFUND OR ABATE A PORTION OF ITS BETTERMENTS ASSESSED FOR THE EXTENSION OF THE MARINE PARK.

Section 1. The city of Boston may, by concurrent vote of the city council, at any time within two years from the passage of this act, refund or abate any portion, not exceeding ninety per centum, of the sums assessed for betterments on account of the extension of the Marine park in said city, along the shore of Dorchester bay. Any sum so refunded shall be paid by the city treasurer to the persons to whom said betterments are assessed, or their legal representative.

Sect. 2. This act shall take effect upon its passage.

[Approved April 24, 1893.]

[Stat. 1893 — Chap. 282.]

AN ACT TO PROVIDE FOR A PUBLIC PARK IN WARDS SIX
AND SEVEN OF THE CITY OF BOSTON.

Section 1. The board of park commissioners of the city of Boston may take in fee, by purchase or otherwise, within the limits of the present wards six and seven of said city, lands of an assessed value not exceeding three hundred thousand dollars, for a park or playground; shall prepare the same for public use and have the charge thereof as of the other public parks of said city.

SECT. 2. Said board shall, within sixty days from the time that it shall take any land under this act, under the right of eminent domain, cause to be recorded in the office of the register of deeds for the county of Suffolk a description of the land so taken, as certain as is required in a common conveyance of land, with a statement that the same was taken under the authority of this act; said description and statement to be signed by said board.

SECT. 3. The fee of the lands so taken shall vest in said city, and said city shall pay all damages sustained by any person in his property by any taking as aforesaid, the same to be agreed upon by said board and the person damaged, and if they cannot agree thereon said damages shall be assessed by a jury of the superior court, on petition of said board or person, in the same manner and under the same rules as damages for property taken in laying out highways in said city are determined.

SECT. 4. The city treasurer of said city, to pay for the lands taken as aforesaid, shall from time to time on the request of said board, approved by the mayor, issue and sell notes, bonds or scrip of the city to such an amount as said board shall state that it deems necessary to pay for such lands, with a further amount, not exceeding fifty thousand dollars, the proceeds of the latter amount to be used to meet the expenses of preparing said lands for public use; provided, however, that he shall pay over to the board of commissioners of sinking funds of said city any premiums received by him in the sale of such bonds, notes or scrip,

and said commissioners shall place all amounts so paid by said treasurer in a sinking fund for the payment of the loan hereby authorized.

SECT. 5. This act shall take effect upon its acceptance by the city council of the city of Boston.

[Approved May 2, 1893.]

[STAT. 1893 — CHAP. 300.]

AN ACT RELATIVE TO THE LAYING OUT OF PUBLIC PARKS BY TOWNS AND CITIES.

Section 1. Any board of park commissioners constituted under the authority of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two as amended by chapter two hundred and forty of the acts of the year eighteen hundred and ninety, or of any special acts, shall have power to connect any public park, boulevard or driveway under its control, with any part of any city or town in this Commonwealth wherein it has jurisdiction, by selecting and taking any connecting street or streets, or part thereof, leading to such park, and shall also have power to accept and add to any such park any street or part thereof which adjoins and runs parallel with any boundary line of the same; provided, that the consent of the public authorities having control of any such street or streets so far as selected and taken, and also the consent in writing of the owners of a majority of the frontage of the lots and lands abutting on such street or streets so far as taken, shall be first obtained.

SECT. 2. Such board of park commissioners, or such public authorities as are by law authorized to levy taxes or assessments for the maintenance of such parks, shall have power to improve such street or streets as they may deem best, and for that purpose they are hereby authorized to pay for the improvement thereof, and from time to time to levy or cause to be levied and collected a special tax or assessment on contiguous property abutting upon such streets so improved, for a sum of money not exceeding one-

half the estimated cost of such first improvement or improvements, as shall be ordered and estimated by such board of park commissioners, but not for any subsequent repairs thereof; and to that end such board or public authorities shall have all the power and authority now or hereafter granted to them respectively, relative to the levy, assessment and collection of taxes or assessments for corporate purposes. And such special taxes or assessments as are hereby authorized may be divided into not exceeding four annual instalments, bearing interest at the rate of five per cent. per annum from the date of confirmation until paid. And the said assessments or instalments thereof shall be collected and enforced in the same manner as is provided by law for the collection and enforcement of other taxes or assessments for or on account of such bodies or boards, so far as the same are applicable.

- SECT. 3. Such boards of park commissioners shall have the same power and control over the streets or parts of streets taken under this act as are or may be by law vested in them concerning the parks, boulevards or driveways under their control.
- SECT. 4. In case any such streets or parts thereof shall pass from the control of any such park board, the power and authority over the same granted or authorized by this act shall revert to the proper corporate authorities of such city or town, respectively, as aforesaid.
- SECT. 5. Any city or town shall have full power and authority to invest any of such park boards with the right to control, improve and maintain any of the streets of such city or town, for the purpose of carrying out the provisions of this act.
- SECT. 6. The provisions of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two, so far as the same relate to the number and manner of appointment of park commissioners, shall apply to all cities in which park commissions have been established by special law. In towns and cities having boards of park commissioners said boards shall have charge of all public pleasure grounds and of the planting and care of trees and shrubs in the public highways and about public buildings.

[Approved May 3, 1893.]

[STAT. 1893 — CHAP. 331.]

AN ACT RELATIVE TO LEASING OPEN SPACES FOR GARDENS AND PLAYGROUNDS BY CITIES AND TOWNS.

Whenever in any city of the Commonwealth, or in any town of the metropolitan parks district, tenement dwellings are built about or contiguous to open spaces, which the owners may desire to keep open for garden and playground purposes, said spaces, upon the approval of the board of park commissioners, if any, and of the board of health of said city or town, or, in a city or town in the metropolitan parks district having no park commission, upon the approval of the local board of health and the metropolitan park commission, may be leased at a nominal rental, not exceeding the taxes on said open spaces, for a term of not exceeding fifteen years, subject to renewal by such city or town, for the purposes of a neighborhood playground; but the care and control of said spaces shall continue to remain with the proprietors of such dwellings, under the supervision of the park commissions of cities and towns where such commissions exist, and where they do not exist, under the supervision of the board of selectmen.

[Approved May 5, 1893.]

[STAT. 1893 — CHAP. 407.]

AN ACT TO ESTABLISH A METROPOLITAN PARK COMMISSION.

Section 1. The governor, by and with the advice and consent of the council, shall appoint five persons, who shall constitute a board to be known as the Metropolitan Park Commission. The members of this board shall hold office respectively for the term of one year, two years, three years, four years and five years, beginning with the first Monday in May in the year eighteen hundred and ninety-three, and annually thereafter the governor shall appoint as aforesaid one such commissioner, to hold office for the term of five years, beginning with the first Monday in May in the year of his appointment; and if any vacancy occurs in said board

by resignation or otherwise the governor shall in like manner appoint a commissioner for the residue of the term in which the vacancy occurs, and may also remove any commissioner. The members of said board shall serve without compensation, but their travelling and other necessary expenses shall be allowed and paid; and no person employed by the board shall be a member thereof.

- Sect. 2. Said board shall annually choose one of its members chairman, and may from time to time appoint a clerk or secretary, and such other employees as it deems necessary to carry out the purposes of this act; it may determine the duties and compensation of such appointees, remove the same at pleasure, and make all reasonable rules and regulations. Said board shall have a suitable office, where its maps, plans, documents, records and accounts shall be kept, subject to public inspection at such times as the board may determine. On or before the second Wednesday in December in each year said board shall make a report of its proceedings to the general court, together with a full statement of its receipts and disbursements. Said report shall be numbered as one of the series of public documents and four thousand copies thereof shall be printed annually.
- SECT. 3. The jurisdiction and powers of said board shall extend to and may be exercised in the cities of Boston, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Newton, Quiney, Somerville, Waltham, and Woburn, and in the towns of Arlington, Belmont, Braintree, Brookline, Canton, Dedham, Dover, Hingham, Hull, Hyde Park, Melrose, Milton, Nahant, Needham, Revere, Saugus, Stoneham, Swampscot, Wakefield, Watertown, Wellesley, Weston, Weymouth, Winchester, and Winthrop; which cities and towns shall constitute the Metropolitan Park District.
- SECT. 4. Said board shall have power to acquire, maintain and make available to the inhabitants of said district open spaces for exercise and recreation; and to this end, acting so far as may be in consultation with the proper local boards, shall be authorized to take, in fee or otherwise, in the name and for the benefit of the

Commonwealth, by purchase, gift, devise or eminent domain, lands and rights in land for public open spaces within said district, or to take bonds for the conveyance thereof; and to preserve and care for such public reservations, and also, in the discretion of said board and upon such terms as it may approve, such other open spaces within said district as may be intrusted, given, or devised to said board or to the Commonwealth, by the United States, or by cities, towns, corporations or individuals, for the general purposes of this act, or for any one or more of such purposes as the donor may designate; provided, however, that no private property taken for the purpose of this act shall be taken under the right of eminent domain without the concurrence of a majority of the board and of the board of park commissioners, if any, of the city or town in which such property is situated; provided, further, that no land shall be taken by the right of eminent domain in that part of the city of Medford known as the Middlesex Fells, southerly of a line drawn from the southerly base of Pine hill, northwesterly through the southern end of the dam of the south reservoir of the town of Winchester and extended to the western boundary of said fells, so-called; nor southerly of a line drawn from said southerly base of Pine hill, east to the eastern boundary of said fells; provided, further, that said board shall not take by purchase or right of eminent domain, under this act, any land or other property to an amount exceeding in value in the aggregate, with land or other property previously taken by purchase or eminent domain hereunder, ninety per centum of the total amount appropriated by the legislature or contributed by individuals or corporations for that purpose; provided, further, that nothing in this act shall be construed to limit existing rights of any city or town in relation to water supply purposes, or in any way obstruct their taking advantage of such rights. In furtherance of the powers herein granted, said board may employ a suitable police force, make rules and regulations for the government and use of the public reservations under their care, and for breaches thereof affix penalties not exceeding twenty dollars for one offence, to be imposed by any court of competent jurisdiction; and in general may

do all acts needful for the proper execution of the powers and duties granted to and imposed upon said board by the terms of this act. Said board shall also have power to expend such funds, whether principal or income, as may be given in trust, as provided for in section 5.

SECT. 5. The treasurer and receiver general of the Commonwealth is hereby authorized and empowered, with the approval of the governor and council, to receive and hold in trust for the Commonwealth, exempt from taxation, any grant or devise of lands or rights in land, and any gift or bequest of money or other personal property, made for the purposes of this act, and shall preserve and invest the proceeds thereof in notes or bonds secured by good and sufficient mortgage or other securities. Said trust property shall be known as the Metropolitan Parks Trust Fund, and shall be used and expended under the direction of the metropolitan park commission and subject to its orders.

SECT. 6. Any city or town within said district, or any local board of such city or town, with the latter's consent, is hereby authorized and empowered to transfer the care and control of any open space owned or controlled by it to the metropolitan park commission, upon such terms and for such period as may be mutually agreed upon; or to enter into an agreement with said commission for the joint care or preservation of open spaces within or adjacent to such city or town; and the metropolitan park commission may in like manner transfer the care and control of any open space controlled by it to any local board of a city or town within the said district, with the consent of such city or town, and upon such terms and for such period as may be mutually agreed upon.

SECT. 7. Said board shall estimate and determine as near as may be all damages sustained by any person or corporation by the taking of land, or any right therein, under this act; but any one aggrieved by such determination of the board may have such damages assessed by a jury of the superior court, in the same manner as is provided by law with respect to damages sustained by reason of the laying out of ways. If upon trial damages are increased

beyond the award of the board the aggrieved party shall recover costs, otherwise such party shall pay costs; and costs shall be taxed as in civil cases; but no suit for such damages shall be brought after the expiration of two years from the date of the recording of the taking, as required by the following section.

SECT. 8. Within sixty days after any land, or right therein, is acquired or taken under this act, the board shall file and cause to be recorded in the proper registry of deeds, a description thereof sufficiently accurate for its identification, with a statement of the purpose for which the same is acquired or taken, which description shall be signed by a majority of said board.

Sect. 9. To meet the expenses incurred under the provisions of this act the treasurer and receiver general shall with the approval of the governor and council, issue script or certificates of debt in the name and behalf of the Commonwealth and under its seal, to an amount not exceeding one million dollars, for a term not exceeding forty years. Said scrip or certificates of debt shall be issued as registered bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable semi-annually on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as the Metropolitan Parks Loan; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified therein in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the rate above specified, as the governor and council shall deem best. The treasurer and receiver general shall, on issuing any of said scrip or certificates of debt, establish a sinking fund, and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on said loan as it accrues.

Sect. 10. The supreme judicial court sitting in equity shall, on the application of said board and after notice to each of the cities and towns hereinbefore named, appoint three commissioners, who shall not be residents of such cities or towns, who shall, after due notice and hearing, and in such manner as they shall deem just and equitable, determine the proportion in which each of such cities and towns shall annually pay money into the treasury of the Commonwealth, for the term of five years next following the year of the first issue of said scrip or certificates, to meet the interest and sinking fund requirements for each of said years, as estimated by the treasurer of the Commonwealth, and to meet the expenses of preservation and necessary care of said public reservations, as estimated by said board and certified to said treasurer, and any deficiency in the amount previously paid in as found by said treasurer, and shall return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. commissioners shall fix and return the proportion to be paid by the city of Boston for the first period of five years, at fifty per cent. of the whole. Before the expiration of said term of five years, and every five years thereafter, three commissioners, who shall not be residents of any of the cities or towns constituting the metropolitan parks district, shall again be appointed as aforesaid, who shall in such manner as they deem just and equitable determine the proportion in which each of said cities and towns shall annually pay money into the treasury of the Commonwealth as aforesaid, for the next succeeding term of five years, together with any deficiency in the amount previously paid in, as found by said treasurer, and shall return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners, and shall be binding on all parties: provided, that no assessment shall be levied for the purposes of this act in any one year, upon any city or town in excess of a sum equal to one-half mill on the dollar of the valuation thereof.

SECT. 11. The metropolitan park commission shall annually estimate the expenses of preservation and necessary care of said public reservations for the ensuing year, and certify the same to the treasurer, who shall apportion said expenses in the manner provided in the following section; provided, however, that such expenses shall not exceed the sum of ten thousand dollars during the first year, nor exceed the sum of twenty thousand dollars during any succeeding year.

SECT. 12. The amount of money required each year from each city and town of the metropolitan parks district to meet the interest, sinking fund requirement and expenses aforesaid for each year, and deficiency if any, shall be estimated by the treasurer of the Commonwealth in accordance with the proportion determined as aforesaid, and shall be included in and made a part of the sum charged to such city or town, and be assessed upon it in the apportionment and assessment of its annual state tax; and said treasurer shall in each year notify each city and town of the amount of such assessment, and the same shall be paid by the city or town into the treasury of the Commonwealth at the time required for the payment and as a part of its State tax.

SECT. 13. The supreme judicial court shall have jurisdiction in equity to enforce the provisions of this act, and shall fix and determine the compensation of all commissioners appointed by said court under the provisions hereof.

SECT. 14. This act shall take effect upon its passage.

[Approved June 3, 1893.]

[STAT. 1893 — CHAP. 416.]

AN ACT RELATING TO AN ACT RELATIVE TO THE LAYING OUT OF PUBLIC PARKS BY TOWNS AND CITIES.

Section 1. Section six of chapter three hundred of the acts of the year eighteen hundred and ninety-three, being an act relative to the laying out of public parks by towns and cities, is hereby repealed.

SECT. 2. This act shall take effect upon its passage.

[Approved June 3, 1893.]

[STAT. 1893 — CHAP. 435.]

AN ACT IN RELATION TO THE CONSTRUCTION OF A SEA WALL AND THE EXTENSION OF THE CHARLES-RIVER EMBANKMENT BY THE CITY OF BOSTON.

Section 1. Section one of chapter three hundred and fortyfour of the acts of the year eighteen hundred and ninety-one is hereby amended by inserting at the end of said section the words: to a point one hundred feet or less distant from said sea wall in the rear of Beacon street; thence by a line parallel with said wall to the westerly line of the public park of said city, known as the Back Bay Fens, extended to intersect said line parallel with said sea wall, - so as to read as follows: - Section 1. The city of Boston may, by its board of park commissioners, build a sea wall on the Boston side of the Charles river from the sea wall of its present park, situated between Craigie's bridge and West Boston bridge, to the sea wall of said river in the rear of Beacon street in said city, on or within the following lines: Beginning at a point in the southwest corner of the stone wall of the Charles-river embankment, or Charlesbank, thence running southerly by a straight line to a point in Charles river three hundred feet distant westerly from the harbor commissioners' line, measuring on a line perpendicular to the said commissioners' line at its intersection with the southerly line of Mount Vernon street; thence continuing southerly and westerly from the aforesaid perpendicular line, on such lines curved southerly and westerly from the aforesaid straight line, as said board of harbor and land commissioners shall approve, to a point one hundred feet or less distant from said sea wall in the rear of Beacon street; thence by a line parallel with said wall to the westerly line of the public park of said city, known as the Back Bay Fens, extended to intersect said line parallel with said sea wall.

SECT. 2. Section five of chapter three hundred and forty-four of the acts of the year eighteen hundred and ninety-one is hereby amended by inserting at the end of said section the words:—and the said city of Boston is hereby authorized to make any

contracts with the riparian owners and any other parties as to the building of the sea wall, the filling of said flats, and the future use thereof when filled, subject to the express condition that the flats filled under the authority hereby granted shall not be used for building purposes, or for any other purpose than for public ornamental grounds and a parkway, - so as to read as follows: -Sect. 5. Any person whose lands, flats or rights are taken under authority of this act shall have the same rights and remedies in obtaining damages for such taking as persons injured by the taking of their lands for highways in said city, except as above provided; and the said city of Boston is hereby authorized to make any contracts with the riparian owners and any other parties as to the building of the sea wall, the filling of said flats, and the future use thereof when filled, subject to the express condition that the flats filled under the authority hereby granted shall not be used for building purposes, or for any other purpose than for public ornamental grounds and a parkway.

Sect. 3. The material used for the filling authorized by said chapter shall, to such grade as shall be required by the board of harbor and land commissioners, be dredged from Charles-river basin, in such places and to such depths as the said board, having due regard to the requirements of navigation, the improvement of said basin and the quality of material suitable for such filling, shall from time to time prescribe. The said city shall, in addition to the said dredging of material for filling, dredge from the said river, in such places as the said board may designate, an amount of material between the planes of mean high and mean low water which, with the material excavated between said planes for said filling, shall equal the amount of tide water displaced by all the filling done under authority of this act. Said board may in their discretion accept, in lieu of any portion of said dredging between said planes of high and low water, other dredging or excavation in the said river which in their judgment is an equal improvement to the harbor of Boston. All of the filling, dredging and other work authorized or required by said act shall be subject to the direction and approval of said board, and to the provisions of all general laws applicable thereto. The filling, dredging and other work authorized by this act shall also be subject to the approval of the secretary of war and to all laws of the United States applicable thereto.

Sect. 4. This act shall take effect upon its passage.

[Approved June 9, 1893.]

[STAT. 1893 — CHAP. 475.]

AN ACT TO PROVIDE FOR THE IMPROVEMENT OF CHARLES RIVER.

Section 1. The board of metropolitan park commissioners, established under the provisions of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, and the state board of health, sitting as a joint board, shall investigate the sanitary condition and prepare plans for the improvement of the beds, shores and waters of the Charles river, between Charles-river bridge and the Waltham line on Charles river, and for the removal of any nuisances therefrom, and report with their recommendations to the next general court on or before the first Wednesday in February.

SECT. 2. Said commissioners may employ engineers and experts and incur such expenses as may be necessary to carry out the provisions of this act, and may expend for such purpose a sum not exceeding five thousand dollars. All bills shall be approved and filed with the auditor and allowed in the same manner as other claims against the Commonwealth.

Sect. 3. This act shall take effect upon its passage.

[Approved June 10, 1893.]

LIST OF PARK REPORTS AND RELATED DOCUMENTS.

YEAR. City Document.

- 1869. 123.—Report of Joint Special Committee of the City Council, relating to a Public Park. December 20.
- 1874. 105. Report of Commissioners appointed by the Mayor, on the establishment of a Public Park. November 25.
- 1875. 45.—City Council Order to petition the General Court for an Act to authorize the Establishment of Public Parks.
- 1875. 61. An Act for laying out Public Parks in or near the City of Boston. May 6.
- 1876. 12. First Report of Board of Park Commissioners.

 January 1.
- 1876. 42. Second Report. April 24.
- 1876. 72. Report of Joint Standing Committee on Common and Public Grounds. June 26.
- 1876. Third Report. September 25.
- 1876. 88. Fourth Report. October 2.
- 1876. 97. Second Report of Joint Standing Committee on Common and Public Grounds. November 9.
- 1876. 105. Report of Joint Special Committee, to confer with Park Commissioners. December 28.
- 1877. 10. Second Annual Report. January 11.
- 1877. 44.—Report of Special Committee on Parks, to City Council. May 7.
- 1877. 104. Sixth Report. December 29.
- 1878. 16. Third Annual Report. January 28.
- 1878. 56. Report of Joint Special Committee on Public Parks.

 May 27.

- YEAR. City Document.
- 1879. 15. Fourth Annual Report. January 27.
- 1879. 123. Report on proposed West Roxbury Park. December 22.
- 1880. 15. Fifth Annual Report. January 26.
- 1880. 47. Report on the cost of the Back Bay Improvement.

 March 17.
- 1880. 125. Collection of Papers and Arguments, relating to Public Parks. April 19.
- 1880. 61.—Report of Committee on Public Parks. Recommending purchase of land for West Roxbury and City Point Parks. April 22.
- 1880. 84.—Report on Proposed West Roxbury Park. May 27.
- 1880. 118. Report on Arboretum at West Roxbury. October 21.
- 1881. 12. Sixth Annual Report. January 29.
- 1881. 93. Report of Joint Special Committee on Public Parks.

 June 30.
- 1881. 96. Minority Report of Committee on Parks. June 30.
- 1881. 120. Report on the Laying out of the land bounded by Boylston and Dartmouth streets and Huntington avenue. September 8.
- 1881. 124.—Report of Committee on Finance and Orders for Loans. September 28.
- 1881. 130.—Report upon Proposed Sanitary Improvements of Muddy River. October 24.
- 1881. 134. Report of Special Committee of the Common Council on the Arnold Arboretum. November 17.
- 1882. 16. Seventh Annual Report. January 28.
- 1882. 70. Report of Committee on Parks on proposed laying out of Trinity square. May 11.
- 1882. 79.—Report on Appropriations and Expenditures for Stony Brook. May 29.
- 1882. 148. Request for an Appropriation for Muddy-river Improvement. November 22.

- YEAR. City Document.
- 1883. 20. Eighth Annual Report. January 27.
- 1883. 52. Special Report on West Roxbury and City Point Parks. March 12.
- 1883. 150. Special Committee Report, with Minority Report, on order for Loan for Muddy-river Improvement. October 18.
- 1883. 169. Report on West Roxbury Park Boundaries. November 26.
- 1883. 170. Report on Appropriations and Expenditures for Bussey Park and Arnold Arboretum. December 3.
- 1883. 174. Report on Appropriations and Expenditures for Public Parks. December 13.
- 1883. 176. Second Report on West Roxbury Park Boundaries.

 December 17.
- 1884. 9. Ninth Annual Report. January 28.
- 1884, 136.—Report on Appropriations and Expenditures for Bussey Park and Arnold Arboretum. November 3.
- 1885. 7. Tenth Annual Report. January 24.
- 1885. 75. Report on Appropriations and Expenditures for West Roxbury Park. June 1.
- 1885. 107. Report on additional Appropriation for Charlesriver Embankment. July 31.
- 1885. 108. Report on Appropriation for Wood Island Park.

 August 3.
- 1885. 140. Report on Appropriation for Park Nursery. October 12.
- 1885. 160 Report on Appropriation for Back Bay. December 7.
- 1886. 26. Eleventh Annual Report. January 27.
- 1886. Notes on the Plan of Franklin Park and Related Matters. February 10.
- 1887. 24. Twelfth Annual Report. January 29.
- 1888. 14. Thirteenth Annual Report. January 27.

YEAR.	City Document.
1889.	72. — Fourteenth Annual Report. January 25.
1890.	15. — Fifteenth Annual Report. January 27.
1891.	Sixteenth Annual Report. January 30.
1892.	26. — Seventeenth Annual Report. January 31.
1893.	25. — Eighteenth Annual Report. January 31.

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

YEAR. Chapter.

- 1866. 247. An Act to authorize the Erection of a Sea-wall, and the filling of certain flats in Charles river, to abate a nuisance.
- *1870. 283. An Act for the Laying out of one or more Public Parks in or near the City of Boston.
- †1875. 185. An Act for the Laying out of Public Parks in or near the City of Boston.
- 1880. 144. An Act to authorize the connection of the Arnold Arboretum with the System of Parks of the City of Boston.
- 1881. 92.—An Act in addition to an Act for the Laying out of Public Parks in or near the City of Boston.

 [Charles-river Embankment.]
- 1881. 197.—An Act to authorize the Construction of the Charles-river Promenade.
- 1882. 168. An Act to authorize the City of Boston to Issue a Public Park Loan.
- 1884. 226.—An Act in relation to betterments for Locating,
 Laying out, and Constructing Streets, Ways,
 and Public Parks.
- 1884. 237. An Act in relation to assessments for Public Improvements.
- 1885. 299.—An Act requiring notice of assessments of betterments to be given to the party to be charged thereby.

^{*}This Act was to take effect when accepted by two-thirds of the legal voters voting thereon at the State election. The vote in favor was 9,233; against, 5,916. The Act consequently was rejected.

[†]This Act was accepted by a majority of the legal voters voting thereon, June 9, 1875. Yeas, 3,706; Nays, 2,311.

- YEAR. Chapter.
- 1885. 360. An Act in further addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Marine Park.]
- 1886. 65. An Act extending the time for the completion of the Public Park in the City of Boston known as the Charles-river Embankment.
- 1886. 134. An Act to change a portion of the line of the Seawall of the Public Park in the City of Boston, known as the Charles-river Embankment.
- 1886. 304. An Act to authorize a Loan for the construction of Public Parks in or near the City of Boston.
- 1887. 312.—An Act to authorize a Loan for the payment for lands heretofore acquired for Public Parks in or near the City of Boston.
- 1887. 427.— An Act to enlarge the area for the proposed Marine Park of the City of Boston between South Boston and Castle Island.
- 1888. 376. An Act to authorize the City of Boston to refund a portion of the money paid as betterments for the Marine Park in said City.
- 1888. 392.—An Act to enable the City of Boston, for the purpose of obtaining lands for its Public Parks, to incur indebtedness outside of the limit fixed by law.
- 1889. 129. An Act relating to buildings in the Public Parks of the City of Boston.
- 1889. 438.—An Act to authorize the enlargement of the proposed Marine Park in the City of Boston.
- 1890. 271. An Act to authorize the City of Boston to incurindebtedness outside of its debt limit, to procure and construct one or more Public Parks in
 the Charlestown District of the City of Boston.
- 1890. 339.—An Act changing the boundary between the City of Boston and the Town of Brookline.
- 1890. 444. An Act to amend an Act authorizing the City of

YEAR. Chapter.

Boston to incur indebtedness outside of its debt limit to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.

- 1891. 301.— An Act to authorize the City of Boston to incur a debt for Park purposes beyond the limit fixed by law.
- 1891. 344. An Act to authorize the City of Boston to construct a Sea-wall and extend the Charles-river Embankment.
- 1891. 390.—An Act to provide for the appointment of the Charles-river Improvement Commission.
- 1892. 371.—An Act to authorize the City of Boston to take Jamaica Pond and Ward's Pond for a Public Park.
- 1893. 126. An Act in relation to raising the grade and changing the location of the Providence Division of the Old Colony Railroad in the City of Boston.
- 1893. 211.—An Act in relation to the issue of bonds and certificates for Park purposes by the City of Boston.
- 1893. 225. An Act to authorize cities and towns to establish and maintain Public Playgrounds.
- 1893. 258. An Act to authorize the City of Boston to refund or abate a portion of its betterments assessed for the extension of the Marine Park.
- 1893. 282. An Act to provide for a Public Park in Wards 6 and 7 of the City of Boston.
- 1893. 300. An Act relative to the Laying out of Public Parks by towns and cities.
- 1893. 331.—An Act relative to leasing open spaces for Gardens and Playgrounds by cities and towns.
- 1893. 407. An Act to establish a Metropolitan Park Commission.

YEAR. Chapter.

- 1893. 416. An Act relating to an Act relative to the Laying out of Public Parks by towns and cities.
- 1893. 435.—An Act in relation to the construction of a Seawall and the extension of the Charles-river Embankment by the City of Boston.
- 1893. 475. An Act to provide for the Improvement of Charles River.

City of Boston.

DEPARTMENT OF PARKS.

TWENTIETH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

FOR THE

YEAR ENDING JANUARY 31, 1895.



PRINTED FOR THE DEPARTMENT. 1895.

DEPARTMENT OF PARKS.

REPORT.

HON. EDWIN U. CURTIS, Mayor of the City of Boston:

SIR: In accordance with the provisions of the Revised Ordinances, which require every officer and board in charge of a department to transmit to the Mayor a report containing a statement of the acts and doings, and receipts and expenditures, of the department for the preceding financial year, the Board submits the following report:

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the Twelve Months ending January 31, 1895.

MAIN PARK SYSTEM.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan, Public Parks . \$1,426,555 64 Amount transferred from appropriation for 73,667 62 Amount transferred by City Auditor 3,285 00

\$1,503,508 26

COMMONWEALTH AVENUE.

EXPENDITURES FOR CONSTRUCTION.

Roadways, Sidewalks, Gutters, and Drainage.

Rodaways, Sidewaiks, Gutters, and Drainage.
Roadways: labor and mate-
rials \$56,778 18
Gutters: labor and materials . 8,363 45
Roadways: amount paid un-
der contract for excavat-
ing 7,416 76
Sidewalks: labor and mate-
rials 4,786 85
Engineers and expenses . 1,852 08
Advertising and printing con-
tract 46 35
General work: labor and
materials 9 88

Til. dada Til. 141
Electric Lighting.
Lamp-posts and cable: amount paid
under contract \$5,674 00
Plantations.
Labor 406 46
Plans and Designs.
Landscape architects and expenses . 22 00
======================================
00,000 01
Fens.
EXPENDITURES FOR LAND AND CONSTRUCTION.
Land.
2
Amount paid for land and easement for
location for street railway \$15,490 00
Roadways, Sidewalks, Gutters, and Drainage.
Roadways: labor and mate-
rials
Gutters: labor and materials, 1,364 40 Curbs and walks: labor and
materials 222 91
Amounts carried forward, \$7,849 74 \$15,490 00 \$85,356 01

Amounts brought forward, \$7,849 74 \$15,490 00 \$85,356 01
Drainage: labor and mate-
rials
1,000 02
Electric Lighting.
Lamp-posts and cable : amount
paid under contract \$6,624 95 Labor and materials 262 28
Labor and materials 262 28 — 6,887 23
Grading, Loam, and General Work.
Loam: labor and materials . \$2,104 59
Engineers and expenses . 652 18
Superintendence and general
work 439 73
Grading: labor and mate-
rials 404 75
Fence: labor and materials, 397 12
3,998 37
Plantations.
Labor and expenses 2,847 03
Labor and expenses 2,041 05
Filling.
Filling 486 50
Settees.
Settees and freight 238 53
Plans and Designs.
Landscape architects and expenses . 55 82
37,898 80
Riverway.
EXPENDITURES FOR LAND AND CONSTRUCTION.
Land.
Amount paid for land . \$84,036 42
Expenses in trials of suits . 175 00
Bridle Path Bridge.
Amount paid under contract, \$28,642 88
Labor and materials
29,194 95
Amounts carried forward, \$113,406 37 \$123,254 81

· ·
Amounts brought forward, \$113,406 37 \$123,254 81
Roadways, Sidewalks, Gutters, and Drainage.
Roadways: labor and mate-
rials \$23,387 56
Drainage: labor and mate-
rials 1,777 66
Sidewalks: labor and mate-
rials 1,637 03
Gutters: labor and materials, 439 29 27,241 54
21,2±1 0±
Clearing, Grading, Loam, and General Work.
Loam: labor and materials . \$7,847 17
Grading: labor and mate-
rials 5,413 95
Superintendence and general
work 4,182 78 Engineers and expenses . 3,058 19
Clearing grounds 179 05
Fence 50 04
20,731 18
20,100
Filling.
Amount paid under contract, \$14,650 34
Labor and materials . 2,049 60
16,699 94
Plantations.
Labor and expenses 8,581 53
Zubbi una capendo I I I I I I I I I I I I I I I I I I I
Shelter House.
Amount paid under contract, \$4,261 00
Shepley, Rutan, & Coolidge,
for plans 213 05
Advertising contract 34 60
Labor 5 00 4,513 65
1,010 00
Audubon Road Bridge.
Abutments: amount paid
under contract \$3,153 94
Floor: amount paid under

contract . . . 547 50

Amounts carried forward, \$3,701 44 \$191,174 21 \$123,254 81

Amounts brought forward, \$3,701 44\$	3191,174 21 \$123,254 81
Iron fence: amount paid	
under contract 375 00 Labor and materials 150 93	
	4,227 37
Electric Li	ghting.
Lamp-posts and cable: amount paid	
under contract	2,734 57
Plans and	Designs.
Landscape architects and expenses .	1,675 09
Machinery, Tools, a	and Implements.
Water-carts	468 75
Foot-bridge an	d Culverts.
Labor and materials \$439 97	
Shepley, Rutan, & Coolidge,	
for plans 13 58	
	453 55
Settee	·e
	351 82
Tremont Stree	et Bridge.
Labor and materials	
Administration	. Ruildina
Labor, expenses, furnishing, etc.	9
nation, expenses, furnishing, etc.	100 17
Bellevue Stree	
Labor and materials	69 85
	201,484 54
Leverett	Park.
EXPENDITURES FOR LAND	
Land	
Amount paid for land .\$106,644 90	
Expenses in trials of suits, 2,721 05	
-	109,365 95
	100,000 00

Amounts brought forward,	\$109,365 95 \$324,739 35
Roadways, Sidewalks.	Gutters, and Drainage.
Roadways: labor and mate-	, ,
rials \$45,946	48
Drainage: labor and mate-	
rials 3,533	31
Gutters: labor and materials, 2,567	19
Sidewalks: labor and mate-	
rials 2,264	94
	 54,311 92
Clearing, Grading, L	oam, and General Work.
Grading: amount paid under	
contract \$12,111	99
Loam: labor and materials . 10,214	
Grading: labor and materials . 10,214	40
rials 9,316	60
Engineers and expenses 5,930	
Clearing grounds: labor and	09
	96
materials 1,151	26
General work: labor and	00
materials 807	
Fence: labor and materials . 209	39,741 48
	00,.11 10
	ing Wall.
Amount paid under contract, \$15,255	03
Labor and materials 603	30
Advertising and printing . 64	
	15,923 02
Walls	and Steps.
	. 13,072 13
	,
	Pond Bridge.
Amount paid under contract, \$9,313	60
Labor and materials 386	39
Advertising contract 57	47
-	9,757 46
Plan	ntations.
Labor and expenses	
	nd Culverts.
Labor and materials	. 5,182 50
Amounts carried forward,	\$253,149 92 \$324,739 35

Amounts brought forward, \$253,149 92 \$324,739 35
Electric Lighting.
Lamp-posts and cable: amount paid
under contract 4,497 81
Machinery, Tools, and Implements.
Engine, steam-roller, etc 3,049 75
Plans and Designs.
Landscape architects and expenses . 1,662 50
Settees.
Settees and freight 524 66
Water Supply.
Water-pipes and labor 481 10
Foot-bridges and Culverts.
Advertising and printing . \$57 87 Labor and materials . 10 00
Labor and materials 10 00

Filling.
Labor and materials 15 75
263,449 36
JAMAICA PARK.
EXPENDITURES FOR LAND AND CONSTRUCTION.
Land.
Amount paid for land . \$285,237 73
Expenses in trials of suits . 9,182 35
\$294,420 08
Roadways, Sidewalks, Gutters, and Drainage.
Roadways: labor and mate-
rials \$34,241 97
Drainage: labor and mate-
rials 1,768 40
Gutters: labor and materials, 983 75
Sidewalks: labor and mate-
rials 226 50
37,220 62
Amounts carried forward, \$331,640 70 \$588,188 71
21 mounts current forward, \$551,040 70 \$588,188 71

Amounts brought forward, \$331,640 70 \$588,188 71 Clearing, Grading, Loam, and General Work. Grading: amount paid under contract . . . \$14,103 30 Grading: labor and mate-. . 9,321 91 Loam: labor and materials . 2,578 36 Engineers and expenses . 2,129 16 General work: labor and materials . . . 1,364 47 Clearing grounds: labor and materials 839 39 30,336 59 Retaining Walls. Amount paid under contract . \$6,356 50 Labor and materials . . 3,675 74 --- 10,032 24 Water Supply. Water-pipes and labor. . 5,471 46 Plantations. Labor and expenses . 3,609 15 Walls and Steps. Labor and materials . . . 3,300 44 Machinery, Tools, and Implements. Steam-roller and water-carts . 1,968 75

Electric Lights.

Lamp-posts and cable: amount paid under contract. 1,622 50

Plans and Designs.

Landscape architects and expenses . 554 65

Pine Bank Refectory.

City Architect's department,

for plans . . . \$239 00

Advertising and printing . 55 56

Amounts carried forward,

\$388,831 04 \$588,188 71

294 56

11

Amounts brought forward, \$388,831 04 \$588,188 71 Boat House. City Architect's department, for plans . 175 00 Settees. Freight 10 75 389,016 79 ARBORWAY. EXPENDITURES FOR LAND AND CONSTRUCTION. Land. Amount paid for land . . \$88,712 28 Expenses in trials of suits . 4,333 73 \$93,046 01 Roadways, Sidewalks, Gutters, and Drainage. Roadways: labor and mate-\$53,299 99 rials . Drainage: labor and mate-. . . 6,908 41 Gutters: labor and materials, 1,845 25 Clearing, Grading, Loam, and General Work. Grading: labor and materials . . . \$21,947 26 Grading: amount paid under contract 5.611 17 3,691 91 Engineers and expenses 2,791 00 Loam: labor and materials . General work: labor and materials 570 59 Clearing grounds: labor and materials . 33 25 --- 34,645 18 Culverts. Labor and materials . 4,017 72 Water Supply. Water-pipes and labor . 3,174 96 Amounts carried forward, \$196,937 52 \$977,205 50

Amounts brought forward,	\$196,937 52 \$977,205 50
Electric 1	Lighting.
Lamp-posts and cable: amount paid	1
under contract	
Fill	ing.
Filling	. 2,819 16
Machinery, Tools,	
Steam-roller and water-carts .	. 1,968 75
	tions.
Labor and expenses	. 176 78
TD .	D .
Plans and	3
Landscape architects and expenses	. 35 69
Sett	665
Freight	
rieigno	204,976 65
	201,010 00
	DARTER
	RBORETUM.
ARNOLD AF	
	ND AND CONSTRUCTION.
EXPENDITURES FOR LAN	ND AND CONSTRUCTION.
EXPENDITURES FOR LAS Lan Surveying expenses \$248 49	ND AND CONSTRUCTION.
EXPENDITURES FOR LAS Lan Surveying expenses \$248 48 Amount paid for land 17 70	ND AND CONSTRUCTION.
EXPENDITURES FOR LAS Lan Surveying expenses \$248 48 Amount paid for land 17 70	ND AND CONSTRUCTION.
EXPENDITURES FOR LAS Lan Surveying expenses \$248 48 Amount paid for land 17 70	and construction. ad. 5 - \$266 15
EXPENDITURES FOR LAS Lan Surveying expenses . \$248 46 Amount paid for land 17 70 Boundary Walls	and construction. ad. 5 - \$266 15
EXPENDITURES FOR LAST Lan Surveying expenses . \$248 43 Amount paid for land 17 76 Boundary Walls Boundary walls: labor and	od. 3. 3. 3. 4. 5. 6. 6. 7. 8266 15 6. 6. 6. 6. 6. 6. 6. 6. 6. 6
EXPENDITURES FOR LAST Lan Surveying expenses . \$248 48 Amount paid for land . 17 70 Boundary Walls Boundary walls: labor and materials \$4,271 37	and Construction. \$266 15 and Gateways.
EXPENDITURES FOR LAST Lan Surveying expenses . \$248 43 Amount paid for land . 17 76 Boundary Walls Boundary walls: labor and materials \$4,271 33 Fence: labor and materials . 86 63	and Construction. \$266 15 and Gateways.
EXPENDITURES FOR LAST Lan Surveying expenses . \$248 48 Amount paid for land . 17 70 Boundary Walls Boundary walls: labor and materials \$4,271 37 Fence: labor and materials . 86 68	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02
EXPENDITURES FOR LAST Lan Surveying expenses . \$248 43 Amount paid for land . 17 76 Boundary Walls Boundary walls: labor and materials \$4,271 33 Fence: labor and materials . 86 63	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02
EXPENDITURES FOR LAST Lan Surveying expenses . \$248 48 Amount paid for land . 17 70 Boundary Walls Boundary walls: labor and materials \$4,271 37 Fence: labor and materials . 86 68	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02 and Drainage.
EXPENDITURES FOR LASS Lan Surveying expenses . \$248 45 Amount paid for land . 17 76 Boundary Walls Boundary walls: labor and materials \$4,271 35 Fence: labor and materials . 86 65 Roadways, Walks Clearing grounds \$1,055 25 Engineers and expenses . 141 56	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02 and Drainage.
EXPENDITURES FOR LASS Lan Surveying expenses . \$248 45 Amount paid for land . 17 76 Boundary Walls Boundary walls: labor and materials \$4,271 35 Fence: labor and materials . 86 65 Roadways, Walks Clearing grounds \$1,055 25 Engineers and expenses . 141 56	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02 and Drainage.
EXPENDITURES FOR LASS Lan Surveying expenses . \$248 45 Amount paid for land . 17 76 Boundary Walls Boundary walls: labor and materials \$4,271 35 Fence: labor and materials . 86 65 Roadways, Walks Clearing grounds \$1,055 25 Engineers and expenses . 141 56	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02 and Drainage.
EXPENDITURES FOR LASS Lan Surveying expenses . \$248 48 Amount paid for land . 17 70 Boundary Walls Boundary walls: labor and materials \$4,271 37 Fence: labor and materials . 86 68 Roadways, Walks Clearing grounds \$1,055 28 Engineers and expenses . 141 56 Grading 111 75	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02 and Drainage.
EXPENDITURES FOR LASS Lan Surveying expenses . \$248 48 Amount paid for land . 17 70 Boundary Walls Boundary walls: labor and materials \$4,271 37 Fence: labor and materials . 86 68 Roadways, Walks Clearing grounds \$1,055 26 Engineers and expenses . 141 50 Grading	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02 and Drainage.
EXPENDITURES FOR LAST Lan Surveying expenses . \$248 48 Amount paid for land . 17 76 Boundary Walls Boundary walls: labor and materials \$4,271 37 Fence: labor and materials . 86 68 Roadways, Walks Clearing grounds . \$1,055 28 Engineers and expenses . 141 56 Grading	AND CONSTRUCTION. ad. \$266 15 and Gateways. 4.358 02 and Drainage.

Amounts brought forward, \$6,007 60 \$1,182,182 15 Plans and Designs. Landscape architects and expenses . 73 42 6,081 02 WEST ROXBURY PARKWAY. EXPENDITURES FOR LAND AND CONSTRUCTION. Land. Surveying expenses . . . \$3,561 75 Clearing, Grading, and General Work. Engineers and expenses . \$602 55 Clearing grounds: labor and materials . 36 00 638 55 Plans and Designs. Landscape architects and expenses . 51 26 4,251 56 FRANKLIN PARK. EXPENDITURES FOR LAND AND CONSTRUCTION. Land. . \$10,597 12 Amount paid for land. Expenses in trials of suits . ---- \$10,673 74 Forest Hills Bridge. Amount paid under contract, \$41,547 15 Labor and materials . . 820 15 Advertising and printing contract 51 47 42,418 77 Roads and Walks. Grading roads and walks . \$17,250 16 Surfacing roads and walks . 8,259 29 _____ 25,509 45 Refectory Building. Amount paid under contract, \$16,743 75 Hartwell & Richardson, for . . . 3,800 00 plans Amounts carried forward, \$20,543 75 \$78,601 96 \$1,192,514 73

Amounts brought forward, \$20,543 75 \$78,601 96 \$1,192,514 73 City Architect's Dept.: plans
and expenses 222 05
Advertising and printing
contract 59 63
20,825 43
Clearing, Grading, Drainage, and General Work.
Engineers and expenses . \$7,150 39
Drainage 4,830 10
General work 3,825 31
Grading 2,056 33
Clearing grounds 1,570 25

Plantations.
Labor and expenses 15,997 45
Ellicott House.
Amount paid under contract, \$5,250 35
Amount paid under plumbing
contract 1,394 00
Amount paid under heating
contract 429 00
Labor and materials 533 20
Insurance 112 00
7,718 55
Pergola Wall and Terrace.
Labor and materials 5,206 76
Electric Lighting.
Lamp-posts and cable: amount paid
under contract 5,108 75
Foot-bridge.
Foot-bridge: labor and materials 2,957 28
1000 bildge . innot and materials
Water Supply.
Water-pipes and labor 1,531 59
Temporary Structures.
Sanitary buildings:
Amount paid under con-
tract \$776 00
Amounts carried forward, \$776 00 \$157,380 15 \$1,192,514 73

Amounts brought forward, \$776 00 \$157,380 15 \$1,192,514 73
Advertising and printing
contract 25 65
Labor and materials . 8 01 809 66
Reservoir.
Labor and materials 694 47
Plans and Designs.
Landscape architects and expenses . 592 58
Scarboro' Pond Bridge.
Labor \$464 56
Shepley, Rutan, & Coolidge,
for plan
Scarboro' Pond.
Labor and materials 501 28
Overlook Shelter.
Insurance \$280 00
Expenses, furnishing 141 75
 421 75
Propagating House.
Labor and materials 320 37
Scarboro' Pond Building.
City Architect's department, for plans . 262 50
Schoolmaster Hill Shelter.
City Architect's Department 132 61
g.44
Settees.
Settees and freight 120 50
Culverts.
Labor and materials 54 25
Carriage Shelter.
T.1
Amounts carried forward, \$161,906 06 \$1,192,514 73

Amounts brought forward,

\$161,906 06 \$1,192,514 73

(Seaver-street Improvement.)

Grading, Surfacing, and Drainage.

Broken stone: amount paid

under contract . . 6,345 37 Grading: labor and materials, 3,086 46

Drainage: labor and mate-

rials 4,604 46 Engineers and expenses . 1,260 00

Grading and clearing grounds:

Plantations.

Labor and materials 531 20

233,064 82

EXPENDITURES FOR BETTERMENTS.

COMMONWEALTH AVENUE.

JAMAICA PARK.

Plans \$166 55 Advertising and printing . 152 01

318 56

. ARBORWAY.

Plans \$227 24

Advertising and printing . 154 29

381 53

976 09

EXPENDITURES FOR MAINTENANCE.

COMMONWEALTH AVENUE.

Care of Grounds, Roads, and Walks.

Labor and mate-

rials . . \$1,343 27 Signs and notices, 10 50

\$1,353 77

Amounts carried forward, \$1,353 77

\$1,426,555 64

Amounts brought forward, \$1,353 77

\$1,426,555 64

Park Police.

Pay of Park keepers .

591 25

--- \$1,945 02

FENS, RIVERWAY, LEVERETT PARK, JAMAICA PARK, AND ARBORWAY.

Care of Grounds, Roads, Walks, and Buildings.

Grounds, roads, and walks: labor and expenses, \$17,895 22 Sewer assessment, 3,341 12 Buildings: labor and expenses . 1,555 30 Repairs, covered channel, Muddy river and gatehouse . . 102 06

Pumping-station:

labor . . Repairs, Stony-

brook gatehouse, 21 55

Stony-brook bridge, 53 22 Signs and notices, 54 35 Iron fence . . 26 16

Live stock, fowls, 12 00 Charlesgate bridge, 8 12

---- \$23,154 60

85 50

Park Police.

Pay of Park keep-

ers . . . \$10,956 88

Police equipments

and supplies 528 86

11,485 74

----- 34,640 34

ARNOLD ARBORETUM.

Care of Roads and Walks.

Watchman, labor

and expenses . \$3,854 78 3 50

Signs and notices,

--- \$3,858 28

Amounts carried forward, \$3,858 28 \$36,585 36 \$1,426,555 64

Amounts brought	forward.	\$3,858	28 \$	36.585	36 \$1.	426.555	64

Park Police.

Pay of Park keepers .

. 3,781 55

7,639 83

FRANKLIN PARK.

Care of Grounds, Roads, Walks, and Buildings.

Grounds, roads, and walks: labor

and expenses, \$17,634 90

Buildings: labor

and expenses . 2,021 76 Sheep-fold . . 2,122 41

Signs and notices,

5 50

\$21,784 57

Park Police.

Pay of Park keep-

ers . . \$10,011 30

Police equipments

and supplies . 931 56

_____ 10,942 86 _____ 32,727 43

76,952 62

- \$1,503,508 26

MARINE PARK SYSTEM.

LAND, CONSTRUCTION AND MAINTENANCE.

---- \$187,137 76

DORCHESTERWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land . \$1,656 21

Expenses in trials of suits . 468 05

\$2,124 26

Amount carried forward,

\$2,124 26

Amount brought forward,

\$2,124 26

Roadways, Sidewalks, Gutters, and Drainage.
Roadways: labor and materials \$10,026 55
Gutters: labor and materials, 1,194 67
Sidewalks: labor and mate-
rials 597 58
Drainage: labor and mate-
rials 538 44

Filling.
Amount paid under contract 10,393 39
Clearing, Grading, Loam, and General Work.
Grading: amount paid under
contract \$1,749 66
Engineers and expenses . 502 26
Loam: labor and materials . 221 53
Grading: labor and mate-
rials 79 26
Clearing grounds: labor and
materials 72 33
General work: labor and
materials 8 04
2,633 08
Plantations.
Labor and expenses 16 00
Plans and Designs.
Landscape architects and expenses . 1 25

STRANDWAY.
EXPENDITURES FOR LAND AND CONSTRUCTION.
Land.
Amount paid for land \$3,785 75
Filling.
Filling 20,292 11
Amounts carried forward, \$24,077 86 \$27,525 22

Amounts brought forward,

\$24,077 86 \$27,525 22

Clearing, Grading, Loam, and General Work.

Engineers and expenses . \$902 07 Loam: labor and materials . 515 54

Grading: labor and mate-

rials 183 00

Clearing grounds: labor and

materials 63 72

1,664 33

Culverts.

Labor and materials . . . 60 50

Plans and Designs.

Landscape architects and expenses . 42 07

Plantations.

Trees . . . 18 80

____ 25,863 56

MARINE PARK.

EXPENDITURES FOR CONSTRUCTION.

Filling.

Amount paid under contract, \$52,191 88

Advertising and printing con-

tract . . 49 75

Head House.

Amount paid under contract, \$28,300 00

City Architect's department, for

plans . . 1,953 81

Advertising and printing con-

tracts . . 134 89

30,388 70

Amounts carried forward, \$82,630 33

\$53,388 78

Amounts brought forward, \$82,630 33

\$53,388 78

Roadways, Sidewalks, Gutters, and Drainage.

Roadway: amount paid under contract : For brok-

en stone . . \$11,842 01

Labor and mate-

rials 7,162 66

Gutters: labor

and materials . 2,344 66

Drainage: labor

and materials . 310 56

Sidewalks: labor

and materials . 89 28

21,749 17

Clearing, Grading, Loam, and General Work.

Loam: labor and

materials . \$2,948 34

Engineers and ex-

1,850 34 penses . .

Grading: labor

and materials . 1,468 51

Clearing grounds:

labor and ma-

terials . . 1,231 70

General work:

labor and ma-

terials . . 731 73

Fence: labor . 23 12

Plantations.

8,253 74

Labor and expenses . . 3,085 19

Electric Lighting.

Lamp-posts and cable: amount paid under con-

tract 1,958 73

Water Supply.

Water-pipes and labor . 1,277 47

Amounts carried forward, \$118,954 63

\$53,388 78

Amounts brought forward,	\$118,954 63	\$53,388 78						
	Temporary S	tructures.						
Wharf \$999		,						
Flag-staff 197	85							
Boat-house . 35	14							
· ·								
Plans and Designs.								
Landscape architects and e								
penses	. 118 52							
	Settees							
Settees and freight .	. 118 50							
200000		120,423 74						
	*							
CASTLE ISLAND.								
Clearing, G	rading, Loam	, and General Work.						
Engineers and ex-								
penses \$201	50							
Grading: labor								
and materials . 16	36							
	\$217 86							
	m c							
70 1.1	Temporary St	tructures.						
Fence: labor and	4.4							
materials . \$213	44							
Boat-house: labor and materials . 20	00							
	68							
Castle Island	70							
Bridge 3								
	20. 02							
	Settees and	l Tent.						
Tent: labor	. 6 24							
	Fountai	** 0						
Tahan	. 3 00	ns.						
Labor	. 5 00	464 92						
		120,888 66						
EXPENDITURES FOR BETTERMENTS.								
DORCHESTERWAY.								
Plans	. \$175 00							
Advertising and printing	. 98 86							
		\$273 86						
Amounts carried forwar	d	\$273 86 \$174,277 44						
21 mounts carried forwar	u,	φ210 00 φ111,211 XX						

EXPENDITURES FOR MAINTENANCE. Care of Grounds, Roads, Walks, and Builds Grounds, roads, and walks: labor and expenses \$2,759 82 Sewer assessment 613 61	5 73
Plans \$83 10 Advertising and printing . 28 77 ——————————————————————————————————	
Advertising and printing . 28 77 ——————————————————————————————————	
Advertising and printing . 28 77 ——————————————————————————————————	
EXPENDITURES FOR MAINTENANCE. Care of Grounds, Roads, Walks, and Builds Grounds, roads, and walks: labor and expenses \$2,759 82 Sewer assessment 613 61	
EXPENDITURES FOR MAINTENANCE. Care of Grounds, Roads, Walks, and Builds Grounds, roads, and walks: labor and expenses \$2,759 82 Sewer assessment 613 61	
Care of Grounds, Roads, Walks, and Builds Grounds, roads, and walks: labor and expenses \$2,759 82 Sewer assessment 613 61	ings.
Care of Grounds, Roads, Walks, and Builds Grounds, roads, and walks: labor and expenses \$2,759 82 Sewer assessment 613 61	ings.
Grounds, roads, and walks: labor and expenses \$2,759 82 Sewer assessment 613 61	ngs.
labor and expenses \$2,759 82 Sewer assessment 613 61	
Sewer assessment 613 61	
Duildings labor and an	
Buildings: labor and expenses	
penses	
φυ,υπυ πω	
Park Police.	
Pay of Park keepers \$8,641 15	
Police equipments and sup-	
plies 193 02	
8,834 17	
	4 59
	\$187,137 76
CHARLESBANK.	
CONSTRUCTION AND MAINTENANCE	E.
Amount transferred from loan Public Parks \$1,39	2 88
Amount transferred from appropriation for Main-	
tenance	6 39
particular to	\$14,589 27
EXPENDITURES FOR CONSTRUCTION.	
Men's Lavatory Building.	
Advertising and printing con-	
tract \$128 01	
City Architect's department,	'
for plans 353 64	
Insurance 96 00	
\$577 65	
Amount earried forward, \$577 65	

Amount brought forward,		\$577 65				
Women's Lavatory Building.						
Walker & Kimball, for plans, Advertising and printing con-						
tract	55 95					
Labor and materials	10 17	235 62				
Gymnasium Grounds: Grading and General Work.						
Men's gymnasium grounds:						
labor and materials	\$91 35					
Grading: labor and materials,	81 96					
General work: labor and						
materials	17 80					
		191 11				
Plantations.						
Labor and expenses		312 41				
1	Plans and I	Designs.				
Landscape architects and ex						
in the state of th	pensee .		\$1,392 88			
	TURES FOR					
Care of	Grounds a	nd Building	gs.			
Men's gymnasium	\$4,280 03					
Grounds and walks	3,229 18					
Women's gymnasium .	2,094 84					
Signs and notices	2 00	**O 000 0**				
	8	\$9,606 05				
Park Police.						
-	\$3,582 34					
Police equipments	8 00	0 800 01				
		3,590 34	13,196 39			
			10,100 00	\$14,589 27		
WOOD ISLAND PARK.						
CONSTRUCTION AND MAINTENANCE.						
Amount transferred from loan, Public Parks . \$59,846 42						
Amount transferred from appropriation for Main-						
tenance			2,151 75			
				\$61,998 17		

EXPENDITURES FOR CONSTRUCTION.

Grading,	Loam,	and	General	Work.
----------	-------	-----	---------	-------

Grading, Down, and General Work.
Grading: amount paid under
contract
Grading: labor and materials, 1,402 61
Engineers and expenses . 1,160 47
General work: labor and ma-
terials 260 50
\$34,129 77
Field House.
Amount paid under contract, \$17,467 41
Amount paid under contract
for heating 745 00
Insurance
Labor and materials 207 71
18,642 12
Bath House.
Amount paid under contract, \$2,800 00
Sturgis & Cabot, for plans . 140 00
2,940 00
Drainage.
Amount paid under contract, \$1,921 30
Labor and materials 125 21
2,046 51
Water Supply.
Water-pipes and labor 1,872 51
Plantations.
Labor and expenses 125 67
Iron Fence and Frame.
Labor \$44 84 Advertising contract
——————————————————————————————————————
Plans and Designs.
Landscape architects and expenses . 1 50
\$59,846 42
Amount carried forward, \$59,846 42
2211000110 0017100 J0710010, \$99,840 42

Amount brought forward,

\$59,846 42

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

 Grounds and walks: labor
 . \$633 36

 Buildings: labor
 . 353 07

 Signs and notices
 . 3 50

\$989 93

Park Police.

Pay of Park keepers . . . 1,161 82

2,151 75

\$61,998 17

CHARLESTOWN HEIGHTS.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan Public Parks \$26,830 03

Amount transferred from appropriation for Maintenance 1,749 13

\$28,579 16

EXPENDITURES FOR CONSTRUCTION.

Shelter Building.

Clearing and Grading Grounds, Loam, and General Work.

General work: labor and materials \$760 31

Engineers and expenses . 654 48

Loam: labor and materials . 146 58

Grading: labor and materials, 129 90

Clearing grounds: labor and materials 35 99

Sand courts 5 33

1,732 59 \$23,984 88

Amount carried forward,

Amount brought forward,	\$23,984 88	
	Plantations.	
Labor and expenses	. 1,159 61	
Sidewalks,	Gutters, and Drain	nage.
Sidewalks: labor and mate-		
rials	\$409 34	
Drainage: labor and mate-		
rials		
	699 10	
E	lectric Lighting.	
Lamp-posts	334 00	
	Stamp.	
Labor and materials	Steps. 251 50	
Labor and materials	251 50	
	Settees.	
Settees and freight	237 00	
7.	Retaining Walls.	
Retaining walls: labor and mat		
itetaining wans. labor and mad	. 100 00	
	Fountains.	
Labor and materials	. 10 85	#00.000 A9
		\$26,830 03
EXPENDIT	TRES FOR MAINTENA	NCE.
Care of Grou	nds, Walks, and B	uildings.
Grounds and walks: labor .	\$508 44	
Buildings: labor		
	\$608 57	
	Park Police.	
Pay of Park keepers		
ray of rain acception.		1,749 13
		\$28,579 16
CHARLES'	TOWN PLAYGRO	UND.
	CTION AND MAI	
Amount transferred from appr	opriation for Pub-	
lic Parks, Charlestown .		\$101,661 96
Amount transferred from loan	Public Parks	25,014 36
Amount transferred from appr		
tenance		92 45
		\$126,768 77
		CONTRACTOR OF THE PERSON NAMED IN

EXPENDITURES FOR LAND AND CONSTRUCTION.

L		

Amount paid for land . . . \$125,030 29

Clearing and Grading, Grounds, and General Work.

Grading: labor and mate-

rials . . . \$1,541 25

General work: labor and

materials

Clearing grounds: labor and

materials 15 97 ____ 1,580 97

Plantations.

Labor and expenses 63 06

Walks and Drainage.

Walks: labor 2 00 --- \$126,676 32

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Grounds and walks: labor . . . \$80 45 Buildings

92 45 - \$126,768 77

DORCHESTER PARK.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan Public Parks . \$1,588 32 Amount transferred from appropriation for Main-

190 00

\$1,778 32

EXPENDITURES FOR LAND.

Expenses in trials of suits . . . \$100 00

EXPENDITURES FOR CONSTRUCTION.

Temporary Structures.

Amount paid under contract

for Sanitary Buildings . \$756 00

Advertising and printing con-

18 95 tract. 774 95

Amount carried forward,

\$874 95

Amount brought forward,	\$874 95
Clearing and Gradin	ng Grounds.
Clearing grounds	12 89
Plans and De	
C. F. Baxter, surveying . \$695 00	
Landscape architects and ex-	
penses 5 48	
——	700 48
EXPENDITURES FOR M	IAINTENANCE.
Care of Grounds, Walks,	and Buildings.
Grounds and walks: labor	\$32 00
n 1 n 1	
Park Poli	
Pay of Park keepers	
	——————————————————————————————————————
	Ψ1,770 32
FRANKLIN F	FIELD.
LAND, CONSTRUCTION, AI	ND MAINTENANCE.
Amount transferred from loan Public Park	\$89,817 64
Amount transferred from appropriation for	or Main-
tenance	
	\$90,602 13
EXPENDITURES FOR LAND A	and construction.
Land,	
Amount paid for land \$71,092 09	
Expenses in trials of suits . 300 00	
 \$7	1,392 09
Clearing, Grading, Drainage	e, and General Work.
Grading: labor and mate-	
rials	
Clearing grounds: labor and	
materials 1,797 86	
Drainage: labor and mate-	
rials 911 27 Engineers and expenses . 153 83	
Engineers and expenses . 155 65	9.591 44
-	
Amount carried forward, \$80),983 53

Amount brought forward, \$80,983 53 Plantations. . . 8,504 37 Labor and expenses Plans and Designs. Landscape architects and expenses . \$89,493 25 EXPENDITURES FOR BETTERMENTS. Plans. \$263 00 Advertising and printing . . . 61 39 324 39 EXPENDITURES FOR MAINTENANCE. Care of Grounds, Walks, and Buildings. Grounds and walks: labor . . \$17 86 Park Police. Pay of Park keepers 766 63 784 49 \$90,602 13 PUBLIC PARK, NORTH END. LAND AND CONSTRUCTION. From Appropriation for Public Park, North End . . . \$199,563 44 EXPENDITURES FOR LAND AND CONSTRUCTION. Land. Amount paid for land . . \$194,246 74 Surveying and expenses . 160 90 Clearing, Grading, and General Work. Clearing grounds: amount paid under contract . \$3,400 00 Advertising and printing contract, 37 80 \$3,437 80 \$194,407 64 Amounts carried forward, \$3,437 80

Amounts brought forward, \$3,437 80 \$194,407 64	
General work: labor and	
materials 880 65	
Engineers and expenses . 384 62	
Fence: labor and materials . 154 87	
	
η , .	
Plans and Designs.	
Landscape architects and expenses . 239 77	
Sidewalks, Gutters, and Drainage.	
Sidewalks: labor and materials 58 09	
5,155 80	
	\$199,563 44
,	RANGE CHARGE CONTRACTOR
PLAYSTEAD, NORTH BRIGHTON.	
LAND ACCOUNT.	
From Appropriation for Playstead, North Brighton	\$21,114 83
EXPENDITURES.	
Amount paid for land \$21,000 00	
Surveying	
	\$21,114 83
DEPARTMENT EXPENSES.	
Amount transferred from appropriation for Maintenance .	\$8,307 19
GENERAL ACCOUNT.	
Salary of Secretary and Clerk \$3,000 00	
Clerical service at office 1,800 00	
Telephone, messenger service, and incidental	
expenses	
Photographs of park system 277 50	
Expense of visit of City Council to Park sys-	
tem	
Plans and designs 177 49	
Stationery	
Office furniture	
World's Fair exhibit	
Carriage-hire	***************************************
	\$8,307 19
	12

APPE	ROP	RIAT	CIO	N FO	R M	AIN	TENAN	CE.	
Appropriation for the	fina	ncial	l vea	ar 189	4-5		\$100,000	00	
Amount transferred							н /		
May 10, 1894 .							7,000	00	
Amount transferred	by	order	of	City	Cour	icil,			
June 11, 1894 .							5,000	00	
June 11, 1894 . Amount transferred by	y C	ity A	udit	or.			3,898	61	
									\$115,898 61
			Ex	pendi	tures				
Fens, Riverway, Lev	veret	tt Par		-					
							\$34,640	34	
		·				·	32,727		
Charleshank							13,196		
Marine Park System							12,474		
Park Department					•		8,307		
							7,639	83	
Arnold Arboretum Wood Island Park							2,151	75	
Commonwealth Aven	ue						1,945		
Charlestown Heights							1,749	13	
Franklin Field .		•					784	49	
Dorchester Park							190	00	
Charlestown Playgrou	ınd						92	45	
									\$115,898 61
			т	NCO	ME				
				Receip					
Received from premiu								00	
Received from rents a									
sheep, grass, and w	ood	•	•	•	•	٠,	5,854	96	
									\$308,469 96
			F	Payme	ents.				
Premium on loan paid	into	Pub	lic]	Park :	Sinki	ng-			
Fund								00	
Income carried to Ger									
									\$308,469 96
APPROPRIATI	ON	FOR	PU	BLIG	PA	RKS	S, CHAR	LES	TOWN.
Balance unexpended J	anu	ary 3	1, 1	894					\$101,661 96
			Exa	pendit	ures				
Paid on account of Ch	arla	atour	-						\$101,661 96
raid on account of Cu	arre	StOWI	1 11	aygro	unu .		•		ф101,001 96

APPROPRIATION FOR PUBLIC PARK, NORTH END.

*Public Park Loan, War	ds 6	and	7, iss	ued 1	894–	95 .		\$200,000 00
•		77		4				
		•		tures.				
Paid on account of Publi Balance unexpended Jan				End .	•	\$199,563 436		\$200,000 00
								AND DESCRIPTION OF THE PERSON
APPROPRIATION	FOI	R PI	AYS	TEA	D, N	ORTH I	BR	IGHTON.
Amount of appropriation	auth	orize	d by	City (Coun	cil, July	10,	
1893	•	•	•	•	•		٠	\$25,000 00
		Exp	endi	tures.				
Paid on account of Play	stead.	Nor	th Br	ightor	ı .	\$21,114	83	
Balance unexpended Jan				•		3,885		
1								\$25,000 00
APPROF	'RIA'	LION	FO:	R PU	BLI	C PARK	S	
Public Park Loan, issued	l in (Octob	er, 1	894	\$1	,500,000	00	
Public Park Loan, issued	l in a	Janua	ry, 1	895	. 1	,000,000	00	
Balance unexpended Jan	uary	31, 1	894	•		24,584	84	
Crushed stone appropriat	ion f	or st	reet i	mpro	ve-			
ments	•	٠	•			50,000	00	#9 574 504 04
								\$2,574,584 84
		Exp	endi	tures.				
Commonwealth Avenue						\$85,356	01	
Fens			4			37,898	80	
Riverway	٠.					201,484	54	
Leverett Park						263,449	36	
Jamaica Park				•		389,016	79	
Arborway			•			204,976	65	
Arnold Arboretum .				•		6,081	02	
West Roxbury Parkway						4,251	5 6	
Franklin Park			•			233,064	82	
Dorchesterway	•	•	•	•	•	27,525		
Strandway	•	•	•	•	•	25,863	56	
Amount carried forwa	rd,				\$1	,478,968	33	

^{*}Chapter 282, Acts of 1893, authorizes the taking of lands of an assessed value not exceeding \$300,000, and the issue of bonds to an amount necessary to pay for such lands, and a further amount not exceeding \$50,000, to be used to meet the expense of preparing said lands for public use.

Amount brought fo	rwar	·d,			\$1	1,478,968	33		
Marine Park .						120,888	66		
Charlesbank .						1,392	88		
Wood Island Park						59,846	42		
Charlestown Heights						26,830	03		
Charlestown Playgro	und					25,014	36		
Dorchester Park			•			1,588	3 2		
Franklin Field .						89,493	25		
Betterment expenses						1,686	21		
Balance unexpended	Janu	ıary	31, 18	895		768,876	38		
								\$2,574,584	84

II.

Summary of Expenditures on Account of Land, Construction, and Betterments for the Financial Year, 1894-95.

		L	AND.				
Main Park System:							
Fens			\$15,490	00			
Riverway			84,211	42			
Leverett Park		•	109,365	95			
Jamaica Park	٠	•	294,420	08			
Arborway	•		93,046	01			
Arnold Arboretum .			266	15			
West Roxbury Parkway			3,561	75			
Franklin Park	•		10,673	74			
					\$611,035	10	
Marine Park System:							
Dorchesterway	•		\$2,124	26			
Strandway	٠		3,785	75			
					5,910	01	
Dorchester Park					100	00	
Franklin Field	•	•		•	71,392	09	
Charlestown Playground	•		•	٠	125,030	29	
Public Park, North End	•			•	194,407	64	
Playstead, No. Brighton	•	•		•	21,114	83	
						-	\$1,028,989 96
	C	DNST	RUCTIO	N.			
Main Park System:							
Commonwealth Avenue			\$85,356	01			
Fens	•		22,408	80			
Amount carried forward,			\$107,764	81			

Amount brought forward,			\$107,764	21		
Riverway			117,273			
Leverett Park	•	•	154,083			
T 1 D 1	•	•	94,596			
	•	٠				
Arborway	•	•	111,930			
Arnold Arboretum .	•	٠	5,814			
West Roxbury Parkway	•	•	689			
Franklin Park	•	•	222,391		#014 M14 4M	
25 1 2 1 0					\$814,544 45	
Marine Park System			*** ***			
Dorchesterway	•	٠	\$25,400			
Strandway	•	•	22,077			
Marine Park . • .	•	•	120,888	66		
				_	168,367 43	
Charlesbank	•	•	•	٠	1,392 88	
Wood Island Park	•	•	•	٠	59,846 42	
Charlestown Heights .	•	•	•	٠	26,830 03	
Charlestown Playground	•	•	•	٠	1,646 03	
Dorchester Park		•	•	•	1,488 32	
Franklin Field		•		•	18,101 16	
Public Park, North End			•		5,155 80	
						1,097,372 52
	BET!	T]	ERMENT	s.		
Commonwealth Avenue.					\$276 00	
Jamaica Park					318 56	
Arborway					381 53	
Dorchesterway				٠	273 86	
Strandway					111 87	
Franklin Field					324 39	
						1,686 21
						\$2,128,048 69

III.

Summary of Expenditures on Account of Park Construction from the Organization of the Board, October 8, 1875, to January 31, 1895.

MAIN PARK SYSTEM.

COMMONWEALTH AVENUE.

Roadways, sidewalks, gu	tters,	drai	inage	, ar	nd			
general work						\$79,253	55	
Electric lighting			•			5,674	00	
Plantations						8,047	63	
Plans and designs .						22	00	
								\$92,997 18
		F	ENS.					
Filling						\$576,811	15	
Excavating, grading, loam,	and	gener	ral w	ork		533,983	35	
Roadways, sidewalks, gutte	ers, a	nd dr	ainag	ge		347,731	52	
Retaining-walls, curb, and	fence	e				118,177	77	
Boylston bridge						92,011	43	
Plantations						69,788	69	
Charlesgate bridge .						56,675	79	
Agassiz bridge						52,013	50	
Stony-brook bridge .						40,007	11	
Railroad bridge						39,995	04	
Fen bridge						27,619	81	
Plans, designs, and superin						27,174	23	
Office and general expense	3					14,114	92	
Machinery, tools, etc.						13,797	11	
Electric lighting						6,887	23	
Surveying						5,472	16	
Stony-brook channel and g	ateh	ouse				1,976	28	
Water supply, settees, and							48	
								2,025,654 57
		RIVI	ERWA	Υ.				
Executing grading loam	ond	arom o	wol m	owl-		0176 100	70	
Excavating, grading, loam		_				\$176,102		
Filling						104,143		
Roadways, sidewalks, gutt			,	_		80,122		
Audubon bridge	•	•	•	•	•	39,654	21	
Amounts carried forwar	d,					\$400,023	53	\$2,118,651 75

Amount carried forward,	,						\$3,085,257 42
							117,466 66
Pine Bank Refectory .		•	•	•	•	294 56	
Electric lighting						1,622 50	
Machinery, tools, etc.							
Surveys, plans, designs, an	d s	uperin	tend	lence			
Plantations						3,641 15	
Water supply and settees							
Retaining-walls and steps							
Roadways, sidewalks, gutte						37,231 52	
work						\$50,496 12	
Clearing and grading groun	ads	. loam	, and	l gene	ral		
		JAMA	ICA	PARK			
							316,508 75
Filling						15 75	
Water supply and settees						1,005 76	
Machinery, tools, etc.					,	3,049 75	
Plans and designs . Electric lighting						4,497 81	
				•			
Foot-bridges and culverts						6,368 46	
Plantations						9 412 88	2
Leverett-pond bridge .				•		9,757 46	
Retaining-walls, steps, and	l cu	lverts				34,177 65	
Roadways, sidewalks, gutt	ers	, and	lrair	age		68,921 01	
work						\$174,122 74	L
Excavating, clearing, grad	ing	, loam	, and	d gene	eral		
		LEVE	RETI	PAR	ĸ.		202,000 20
							532,630 26
Gatehouse						58 30	
Machinery, tools, etc.						468 75	
Water supply and settees					Ċ	1,736 31	
Electric lighting				•			
Retaining-wall Shelter						4,513 65	
Retaining-wall .	A.	ouperi.		dence	•	5,210 41 4,830 57	
Surveys, plans, designs, an	nd i	sunari	• ntan	donao	•	8,163 96	
Bellevue-street bridge	•	:	•	•	•	8,936 82	
Plantations Brookline-avenue bridge					•		
Plantations	•	•	•		•	13,273 53	
Foot-bridges and culverts Tremont-street bridge	•	•	•	•	•	14,329 67	
•Administration building		•	•	•	•	25,839 57	
		•	. •	•	•		
Amounts brought forwar Bridle-path bridge .			•			\$400,023 53 32,929 09	3 \$2 ,118,651 75

Amount brought forward,						\$3,085,257	42
ARI	BORY	WAY.					
Roadways, sidewalks, gutters, and d	lrair	nage		\$82,379	08		
Clearing and grading grounds, loam	, an	d gene	eral				
work				68,474	14		
Culverts				5,489	53		
Water supply and settees	•			4,899	16		
Stony-brook bridge		•	•	4,432	93		
Electric lighting	٠	•	•	3,028	00		
Filling	٠	•	•	2,819	16		
Machinery, tools, etc		•	•	. 1,968	75		
Plantations	٠	•	•	176			
Plans and designs	•	•	•	94	22		
					_	173,761	75
ARNOLD	AR	BORET	UM.				
Roadways, sidewalks, gutters, and d				\$220,866	72		
Boundary walls and gateways .				4,358	02		
Plans, designs, and superintendence		٠	•	1,396	22		
Plantations	•	•		713			
Settees	٠	•	•	129			
Surveying	٠	•	٠	100	00		
						227,564	01
WEST ROXI	BUR	Y PAR	KWA	XY.			
Clearing and grading ground, loam,	and	l gene	ral				
work	٠	•	٠	\$ 638			
Plans, designs, and superintendence	•	•	•	51	26	600	0.1
						689	81
FRANK							
Roadways, sidewalks, and gutters				\$636,395	42		
Clearing and grading grounds, dr	aina	age, a	ınd				
general work	٠	•	•	424,476			
Plantations		•	•	94,259			
Seaver-street improvement	٠	•	•	75,796			
Shelter and Overlook	•	•	•	60,561			
Forest Hills bridge	•	•	•	42,418			,
Scarboro' Pond	•	•	•	40,943			
Park wall and gateways Arbor, Schoolmaster's hill	•	•	•	30,672			
	•	•	•	28,299			
Scarboro' Pond bridges	•	•	•	26,561			
Plans, designs, and superintendence	•	•	•	24,550			
Refectory building	•	• .	•	20,959	31		
Amounts carried forward,			\$	1,505,895	28	\$3,487,272	99

Amounts brou		orwai	rd,				\$		\$3,487,272 99
Ellicott arch					•	•	•	16,732 21	
Ellicott House		•	•		•	•	•	14,411 25	
Ellicottdale	•		•	•	•	•	•	12,542 94	
Structures .				•	٠	•	٠	11,334 90	
Machinery, tool					•	•	•	11,145 38	
Playstead and fl				•	•	•	•	10,399 70	
Water supply, f					١.	•	٠	10,281 06	3
Propagating hou						•		8,205 58	5
Pergola wall an						•	•	5,206 76	
Electric lighting	5					•		5,108 78	•
Terrace wall								3,956 08	
Concourse, Scar	rboro	' hill					•	3,569 80)
Culverts .					•	•		3,129 34	Į.
Carriage shelter						•		2,613 81	
Reservoir .								694 47	
									1,625,227 31
									, , , , , , , , , , , , , , , , , , , ,
		M.	ARI	NE I	PAR	K SY	ST	EM.	
			1	DORCH	EST	ERWAY	r.		
TEILIS or								Ø10 201 20	,
Filling . Roadways, side								\$19,391 38	
							•	15,780 98	
Grading, loam,							•	7,923 87	
Plans, designs,	and s		aten	aence	•			1,313 04	
Culverts .	•	•	•	•	•	•	•	653 00	
Plantations.	*	•	•	•	•	•	•	102 90	
									45,165 14
						WAY.		********	
Filling .				•			•	\$20,292 1	
Clearing, gradin	ng, lo	am, a	ind a	genera	ıl wo	rk	•	1,693 5	
Plans, designs,		uperi	nten	idence		•	•		
Culverts .		•	•	•	•	•	٠	60 50	
Plantations	•	•	•	•	•	•	•	18 80)
									- 22,135 00
									22,100 00
				MAR	INE	PARK.			22,100 00
Filling, grading	, loai	n, an	d ge					\$500,790 2	·
				eneral	wor	k.			7
Filling, grading Iron pier and ra Pierhead	ail			eneral	wor	k.			7
Iron pier and ra	ail •			eneral •	wor	k .		175,571 99 67,232 9	7
Iron pier and ra Pierhead . Structures, tem	ail .porar	y pie	r, aı	eneral nd gas	wor	k .	•	175,571 99 67,232 9 43,796 4	7 7 7
Iron pier and ra	ail .porar	y pie	r, aı	eneral nd gas	wor	k .		175,571 9 67,232 9 43,796 4 37,920 5	7 9 7 4 4
Iron pier and ra Pierhead . Structures, tem Roadways, side	ail aporar walks	y pie	r, aı	eneral nd gas	wor	k .	•	175,571 99 67,232 99 43,796 4 37,920 5 30,388 70	7
Iron pier and ra Pierhead . Structures, tem Roadways, side Head-house	ail aporar walks	y pie s, gut	r, anters,	eneral nd gas	wor	k .		175,571 99 67,232 9 43,796 4 37,920 5 30,388 70 4,996 00	7

Amounts brought forward,				\$860,696	89	\$5,179,800 44
Plans, designs, and superintendence				3,789		
Plantations				3,098	19	
Electric lighting				2,453	04	
Water supply, settees, and fence				1,988	04	
						872,025 65
CASTL	E IS	LAND				
Temporary buildings and structures				\$24,973	98	
Clearing and grading grounds .						
				*		
				1,407		
Plans, designs, and superintendence						
						31,871 10
CHARI						
Sea-wall and filling				\$176,353	90	
Gymnasium grounds, filling, loam,						
work				51,914		
Plantations	•		•	12,032		
Walks and drainage				11,054		
Men's gymnasium building				10,492	83	
Women's gymnasium building and	d cl	hildre	n's			
	•	•		9,269		
Iron rail, fence, and gas-lights .			•	8,367		
Plans, designs, and superintendence			٠	2,076		
Water supply		•	•	589		
Machinery, tools, etc	٠	•	•	56	00	
						282,208 12
WOOD IS	LAI	ND I	PÀR	ĸ.		
Grading, loam, and general work				\$89,930	22	
Neptune bridge				32,320		
Filling	Ċ			29,852		
Field-house				19,132		
Plantations				5,274		
Drainage				5,515		
- 11				3,105		
				1,872		
Water supply				1,488		
				425		
Iron fence				88		
					_	189,006 02
Amount carried forward,						\$6,554,911 33

Amount brought forward,				\$6,554,911 33
CHARLESTO	wn	HEI	GHTS.	
Grading, loam, and general work			. \$26,899 9	1
Shelter building			26,438 1	6
Retaining-wall			13,922 1	4
Sidewalks, gutters, and drainage			8,129 6	4
Plantations	•		6,780 6	3
Steps			3,971 4	2
Plans, designs, and superintendence			1,330 5	9
Electric lighting			. 334 0	0
Water supply, settees, and fountains		•	300 8	6
				- 88,107 35
CHARLESTOW	N P	LAYG	ROUND.	
Grading, loam, and general work			\$5,218 7	5
Plantations			367 1	7
Plans, designs, and superintendence			126 5	6
Walks and drainage			. 80	0
				- 5,720 48
DORCHE	STEI	R PAR	K.	
Clearing and grading grounds .			. \$1,313 9	4
Temporary structures	·		774 9	
Plans, designs, and superintendence	i			
Time, designe, and superintendence	·			2,789 37
FRANKI	IN I	FIELI).	
Clearing and grading grounds .			\$27,527 4	8
Drainage			25,778 7	
Plantations				7
Plans, designs, and superintendence			105 3	1
				- 63,879 93
PUBLIC PAR	K, N	ORTE	END.	
Clearing grounds and general work			. \$4,857 9	4
Plans, designs, and superintendence			239 7	7
Sidewalks	•		58 0	
				- 5,155 80
SUNDRY	ACC	OUNT	rs.	
General Account			\$73,987 5	
Park Nursery	•		29,947 0	
- 1				- 103,934 57
				\$6,824,498 83

IV.

Summary of Expenditures on Account of Public Park Land, Construction, and Betterments from the Organization of the Board, October 8, 1875, to January 31, 1895.

		LAND.				
Main Park System:						
Fens		\$596,254	49			
Riverway		452,457	53			
Leverett Park		259,016	17			
Jamaica Park		645,862	69			
Arborway		131,507	08			
Arnold Arboretum .		74,043	38			
West Roxbury Parkway		3,561	75			
Franklin Park		1,551,196	63			
	-		_	\$3,713,899	72	
Marine Park System:						
Dorchesterway	•	\$59,887				
Strandway	•	356,830				
Marine Park	•	232,972	57			
			_	649,691		
Charlesbank	٠		•	373,916		
Wood Island Park	•		•	132,800		
Charlestown Heights .	•		٠	50,538		
Charlestown Playground	•		•	172,923		
	•			31,401		
Franklin Field	•		•	127,812		
Public Park, North End .	•		•	194,407		
Playstead, North Brighton	•			21,114		
Sundry surveys	•		•	2,919		
					- \$5,471	,424 62
	CON	STRUCT	ION	ī .		
Main Park System:						
Commonwealth Avenue		\$92,997	18			
Fens		2,025,654	57			
Riverway		532,630	26			
Leverett Park		316,508	75			
Jamaica Park		117,466	66			
Arborway		173,761	75			
Arnold Arboretum .		227,564	01			
Amounts carried forward,	\$	3,486,583	18		\$5,471	,424 62

Amounts brough	ht for	ward	1,	\$3,486	583	18			\$5,471,424	62
West Roxbury Pa	arkw	ay			689	81				
Franklin Park				1,625	227	31				
						_	\$5,112,500	30		
Marine Park Syster	\mathbf{n} :									
Dorchesterway		•		\$45,	165	14				
Strandway .				22,	135	00				
Marine Park				872,	025	65				
Castle Island				31,	871	10				
							971,196	89		
Charlesbank .							282,208	12		
Wood Island Park							189,006	02		
Charlestown Height	s						88,107	35		
Charlestown Playgr	ound						5,720	4 8		
Dorchester Park							2,789	37		
Franklin Field							63,879	93		
Public Park, North	End						5,155	80		
General Account							73,987	5 0		
Park Nursery .							29,947	07		
									6,824,498	83
Dattamment amanga	~		BIE!	TER	(C D V	VTS	•		12 256	10
Betterment expense	3	•	•	•	•	• •		•	13,356	10
									\$12,309,279	55

PARK BETTERMENTS COLLECTED BY CITY COLLECTOR, TO FEBRUARY 1, 1895.

	Assessm'ts committed to Collector.	Abated.	Net Assessm'ts.	Collected.	Outstand'g February 1, 1895.
Public Park, Back Bay	23,543 00 135,029 00 60,789 00 108,972 00 154,107 00 9,713 00	\$143,126 73 12,616 80 122,000 66 49,086 80 74,775 00 43,506 00 463 00 \$4445,574 99	\$291,473 27 10,926 20 13,028 34 11,702 20 34,197 00 110,601 00 9,250 00 \$481,178 01	\$290,404 27 10,926 20 13,028 34 8,107 20 21,559 00 2,199 00 1,281 00 \$347,505 01	\$1,069 00 3,595 00 12,638 00 108,402 00 7,969 00

PUBLIC P	ARK	DEF	BT.	
Lia	bilities.			
Total loan outstanding, January 31, 1	1895			. \$10,849,000 00
Res	ources.			
Resources of Sinking Fund, January	31, 189	5		. 1,855,272 92
Net debt, January 31, 1895 .				. \$8,993,727 08

PARK CONSTRUCTION.

The following is a summary of the work done on the public parks during the year, a more detailed description of which will be found in the City Engineer's report in the Appendix:

The Fens.

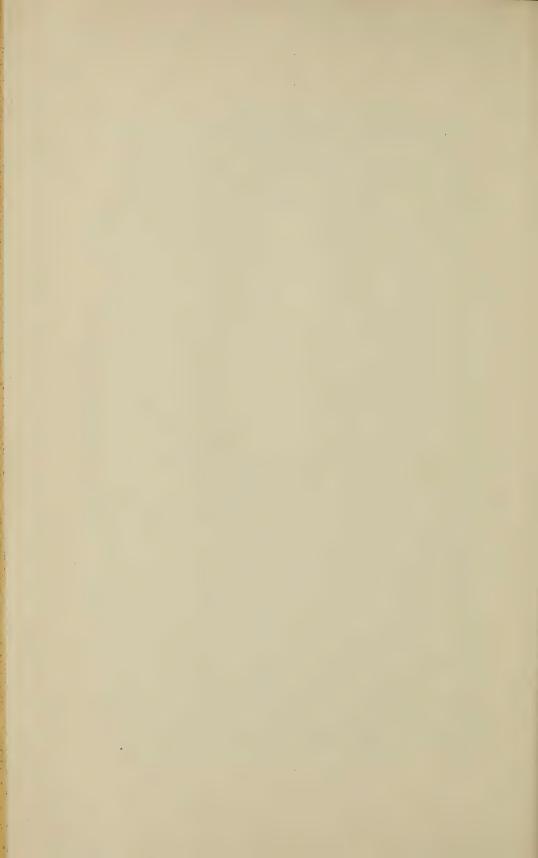
Tremont entrance has been finished, and the stone-crusher and temporary buildings which were used during the progress of the work have been removed. A short section of the shore path leading from this entrance to Fen bridge has also been completed, and considerable work of a miscellaneous character has been done in connection with the finishing of the work referred to.

A foundation for the John Boyle O'Reilly statue was built on the site selected between Boylston road and the Fenway. This location was chosen by the landscape architects, and Daniel C. French and C. Howard Walker, the designers of the memorial.

Lamp-posts for forty-five electric lights have been erected in the Fens, and incandescent lamps have been placed under the arches of Stony-brook bridge, the connecting wires being carried underground by cables drawn through wrought-iron pipes. The lighting of the Fens enabled the department to keep the drives, rides, and walks open at night, which had become necessary on account of the occupancy of several new houses on the Fenway, and the completion of the parkways beyond the Fens.

Two additional houses were built fronting the Fens during the year, and arrangements for further building are in progress. The extension of Boylston street from the Fens to Brookline avenue, and the filling of the adjoining marshes now in progress, should have a tendency to increase the de-

THE FENS - STONY BROOK BRIDGE.



mand for building-lots and the erection of dwellings on the desirable frontage of the Fens.

The Board, recognizing that the rapid growth of the city westward would eventually demand street-railway communication between the two sides of the Parkway at the Fens. and that it would be a very great danger to human life to permit electric cars to traverse Boylston road through the Fens in the immediate neighborhood of the steam railroad, negotiations were begun for securing a right of way from Charlesgate west, through private lands adjoining the railroad, to a street leading to Boylston street, to enable the electric cars to pass under the main entrance to the Fens, rather than across its surface. As a result of these negotiations, the Board secured an easement in a part of the route and the fee of the remainder for street-railway purposes, which can be utilized whenever the railway company desires to avail itself of the opportunity to build this extension, it having been ascertained that the cost of constructing such a way would not be an unreasonable burden on the railway company.

Riverway.

The plantations have been finished, except those around the Administration building and the Bridle-path bridge. The latter has been completed, and the walks throughout the Riverway, excepting the boundary walk, have been graded and surfaced.

The filling of Audubon road and the building of the bridge over the railroad leading to Beacon street have been completed, and all that remains to be done in this section of the parkway is the surfacing of Audubon road and the boundary walk, the building of a wall and steps at the Administration building, the planting of the adjoining grounds, and the erection of a tool-house on the river bank near Tremont street. A circular stone structure for shelter and tool-house purposes, from plans by Shepley, Rutan, & Coolidge, has been built on the bank near the foot-bridges which carry the walk, leading from Berner street, over the ride and river to the Brookline side. It is expected that this walk will be continued by the town over the railroad by a bridge to Chapel street near the Longwood station. The water in the river was raised to its high level early in the summer, giving the Riverway an attractive appearance which will yearly improve with the growth of the young plantations along its banks.

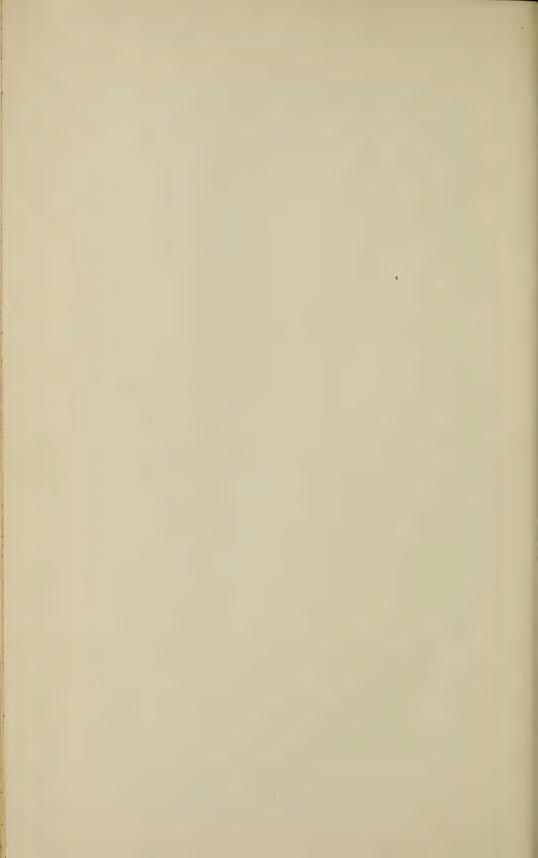
A new bridge to displace the unsightly wooden one at Longwood avenue is very much needed, and as Brookline will share the expense, arrangements should be made with the town authorities to join in the building of a permanent stone structure at an early day. A preliminary sketch for a bridge has been prepared by Shepley, Rutan, & Coolidge, the estimated cost of which, in rock-faced ashlar with the soffits of the arches in brick, is \$153,000. The proportion of cost to be borne by the city will not exceed \$75,000.

Leverett Park.

The work on this park has progressed rapidly, with the aid of a considerable force from the Street Department. The ledge on the eastern border was removed, and the stone was used on the driveways and walks, and for building walls and culverts. The drive was finished from Tremont street to Perkins street, and opened for travel in the fall. The ride and walks were also completed, and retaining-walls, steps, and culverts have been built where needed.

Perkins and Chestnut streets, on the southerly border of the park, have been cut down to modify the steep grade which formerly existed near the junction of these streets. This change of grade and the widening of the roads involved the building of retaining-walls and the lowering of the

RIVERWAY -- SKETCH FOR LONGWOOD BRIDGE.



water and gas pipes, which consumed a great deal of time, and required the closing of the streets for a considerable part of the summer. The work, which included the building of stairways, is completed, with the exception of some coping and pointing of the retaining and parapet walls.

A stone bridge over the entrance to a cove on the easterly side of Leverett pond was built under contract, and the adjoining grounds were graded and prepared for planting, which will be done in the spring.

The only extensive works required to finish this park are the plantations and boundary walks. Several small structures for shelter purposes, as provided in the plans, will also be needed.

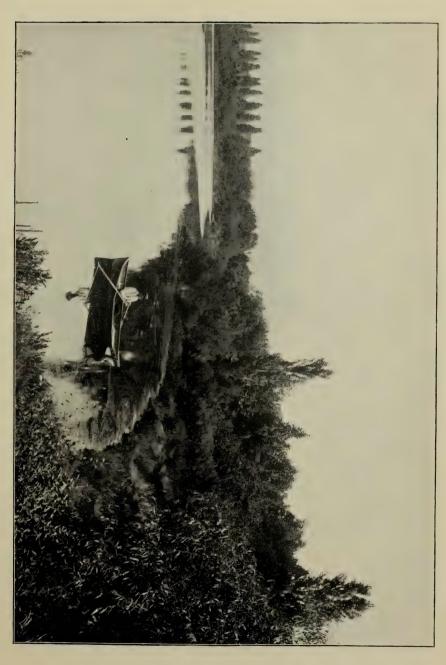
The practical completion of this park opens to use a most varied and attractive pleasure-resort, with the scenery of a sloping valley rising gradually from the lake at its lower end to a considerable eminence at its head, with numerous smaller ponds compassed with verdant banks and woodsides, among which wind the paths, ending in the sylvan seclusion of Ward's pond, which nestles in a deep depression between the wooded knoll and the high ridge of Perkins street.

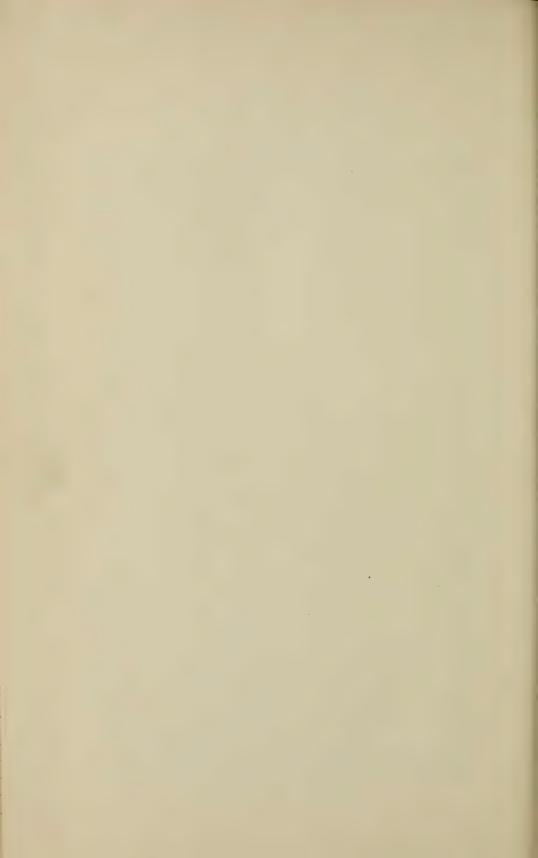
Jamaica Park.

The drive, ride, and walk from Perkins to Prince street along the easterly boundary of the park were finished and opened to travel during the summer. Adjoining the pond the driveway follows the course of old Pond street, widened about twenty-five feet, while the ride and walk are carried nearer the pond by an esplanade along the shore, which is protected on the waterside by a stone wall laid on a slope. This wall will be surmounted by a railing upon which vines will be trained, which will also screen the wall. The site of the ice-houses at the southerly end of the pond, near Eliot street, has been excavated to fill the

Arborway and to extend the water surface, forming at high water two land-locked coves of shallow flowage, with steep sloping banks protected by low walls. The abandonment of the project for open-air bathing at these coves, as contemplated in the original plan, leaves the question of the use which will be made of them still in abevance. Action on a petition of Dr. H. P. Bowditch and others for a high-grade swimming-school at Jamaica pond has also been postponed until the plans for constructing the park are further developed. For the same reason no action has been taken on the plans for a boating and skating pavilion, at the approach to the pond from Pond street, prepared by the City Architect. A temporary landing will, however, be provided here for the boat service. The margin of the pond has been filled in for about twenty feet in width along the Pine Bank and Perkins-street shores to provide a promenade on the water side, the abrupt bank making it impracticable to secure a path of sufficient width between the bank and the original shore. The filling of this narrow strip will not appreciably diminish the water area, or affect the sylvan aspect of the pond at the high-water level which will be maintained in the future. There will, moreover, be a distinct gain in appearance over the customary low-water level which has prevailed in summer since the pond has been used as a source of water supply. On the westerly side of the pond the present verdure-clad banks will remain untouched at the water's edge, the contour of the ground permitting the paths to be carried inside the shore

By the terms of the settlement with the Jamaica Pond Ice Company the ice business terminated with the season of 1894, and the buildings are in process of removal. The dwellings and stable on the Parkman estate have been removed, and a plan has been started for the erection of a





memorial to Mr. Parkman on this site, a committee in charge of the matter having applied to the Board for a formal approval of the scheme. The Board also received a communication from the St. Botolph Club, stating that it was the unanimous wish of the members that some steps might be taken looking to the preservation of Mr. Parkman's garden as the most fitting memorial of Mr. Parkman. The Board replied that it would deem it a very felicitous result if some memorial to Mr. Parkman, to be approved by the Board and the Art Commission, should be erected on the Parkman estate, the grounds of which would be so treated that the whole should form a memorial of him.

The buildings at Pine Bank and on the Morse place have been retained for such uses for shelter and refreshment purposes as they can be made to serve. A bronze fountain, by Anne Whitney, has been donated to the city, to be placed on the terrace at the Pine Bank House, the fountain having been approved for this site by the Art Commission.

Arborway.

The grading of the Arborway has been substantially finished, excepting the section between South and Washington streets at the crossing of the Providence division of the New York, New Haven & Hartford Railroad, where the railroad will be carried over the parkway and Morton street on five stone arches. The drive and ride, except for the above distance, have been surfaced and opened to travel, and some work has been done on the surfacing of the walks at the Centre-street entrance of the Arboretum. All the drains and catch-basins, except on the traffic road adjoining the Arboretum, have been built, and a culvert for the brook coming from the Arboretum has been constructed across the Arborway. The surfacing of the traffic roads and the

interior and boundary walks, together with the tree-planting, will complete the Arborway.

Arnold Arboretum.

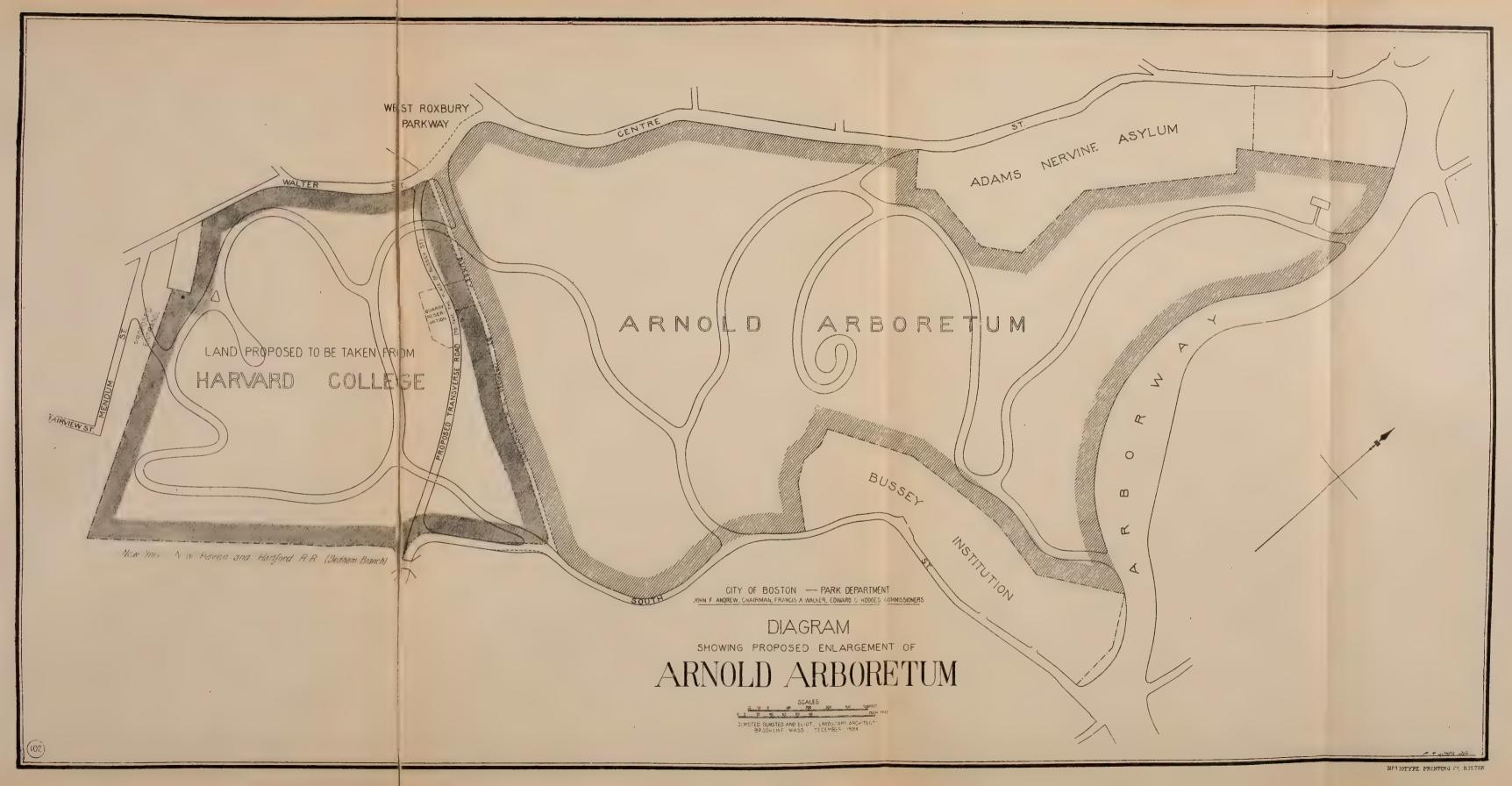
The eastern border of the Arboretum has been graded as a necessary part of the work of grading the Arborway, and an arrangement was made with Harvard College for the grading of the easterly part of the Bussey Institution grounds and the construction of an entrance to said grounds, in consideration of the large amount of surplus material which would thus be obtained for use on the Arborway and in other places.

The additional land acquired on Centre and Walter streets has been cleared up and graded, and a wall is being built on the street boundary. An arrangement will be made with Harvard College for the planting and care of this land, together with the lands near the Centre-street entrance and on Bussey hill that were reserved from the original lease, by including them in the lease which will be made in connection with the proposed addition to the Arboretum of the Bussey land on Peters' hill, belonging to the college.

Topographical surveys and a plan of this land have been made.

Extension of the Arboretum.

The Board received a proposition from the director of the Arnold Arboretum in behalf of Harvard College, for the addition to the Arboretum of a large area of the college land on Peters' hill, as shown on the map accompanying this report, and on similar terms to those under which the Arboretum was originally laid out, namely: that the city take the land and lease back to the college, for the purposes of the Arboretum, so much of it as is not required for use as driveways and walks, a quarry reservation, and a traffic road; the



ST ROX SE

college to establish and maintain the plantations of the Arboretum, including a collection of trees and shrubs, suitably classified and labelled, adapted to the advancement of the science of botany and arboriculture and the instruction of the public; the city to build the driveways shown on the plan within five years, and to finish within two years the driveway running through the valley from Walter street to South street, and to maintain them free of all charge and expense to the college; the city to provide and maintain a suitable police force for the preservation of order and good conduct, and the observation of the rules and regulations established for the use of the grounds by the public, and to maintain boundary fences where necessary; the Arboretum to be open at all reasonable times to the inspection of the public, with only such limitations, commonly adopted in wellkept public grounds, as may be found necessary to prevent injury to the trees and plants.

The project receiving the approval of the Board, a bill was introduced, and is now pending in the Legislature, to enable the city and college to carry out the plan. No estimate has been made of the probable cost of building the driveways, but it is believed that a comparatively small annual expenditure will enable the Board to complete the roads, fit for use, within the time named. The quarry reservation will be a valuable acquisition to the city, from the material which it will furnish for the repairing of the park driveways, the supply of stone being large and of the best quality.

Franklin Park.

The bridge to carry the Forest Hills entrance over the traffic road leading from Forest Hills street to the cemetery has been built, and the grading of the entrance and traffic road is now in progress. This work will be finished in the

spring, thus making the connection of the Arborway with the drives of Franklin Park complete.

Seaver street has been reconstructed along the northeasterly boundary of the park, making a broad road of easy grades into which Columbus avenue now enters at Walnut street. This improvement will add very much to the facility with which the park is approached from the city, thus ensuring a larger use of the park for pleasure and recreation.

Ellicott House, at the entrance to the playgrounds of Ellicottdale, has been completed, and will be opened to the public this season. Toilet, bath, dressing, and check rooms are provided for use in connection with the tennis courts to be laid out at Ellicottdale. It is expected that a branch of the electric railroad will be extended from Washington street through Williams street to a point near Ellicott House and thence through Forest Hills street and the new traffic road to Forest Hills cemetery, thence by way of Morton street to Washington street near the Forest Hills station. This loop will bring passengers to the gates of the park on its western border, where are situated its most picturesque picnic grounds and rambles, and the new playground, and will, when constructed, be a great convenience to visitors.

A refectory is being built on the hill near the junction of Blue Hill avenue and Glen lane, where the old Gleason house formerly stood. The plans provide for a brick and terra-cotta structure, one hundred and twenty-one feet long by sixty-nine feet wide, containing on the ground level a large restaurant, private dining room, service rooms, toilet rooms, and staircases leading to a roof garden which forms in effect a second story having pavilions twenty-one feet square upon each corner, containing stairs, serving and toilet rooms. These pavilions are connected by covered galleries on three sides, the remainder of the space being open to the

sky. A basement story under the entire area contains the general kitchen, pastry kitchen, service room, ice room, cold room, cold pantry, refrigerator room, toilet rooms for employees, and storage room, access to which is had through a covered passage under the terrace which runs along the front of the main building. In a sub-basement at the easterly end of the building are boiler rooms, coal rooms, and laundry, access to which is had through the story above and from a large sunken vard. On a level with the main or restaurant floor is the pergola, which extends across the west end and along the southerly side, varying in width from twenty-eight to fifty feet. This is paved with brick and has a trellised roof supported by open groups of wooden columns. In the centre of each group provision is made for vines, which, taking root in the soil below, will twine around the columns and spread themselves out over the latticed roof above. The pergola wall has been built by the department force up to the floor level, the parapet being included in the contract for the building. It is not expected that the refectory will be completed for use this season.

The water-shed of Franklin Park being insufficient to keep the ponds full during the dry season, some provision to supplement the natural water supply became necessary. It was thereupon determined to utilize the plant of the Jamaica Pond Aqueduct Corporation for this purpose, and to lay an eight-inch pipe from the pumping-station through Chestnut and Perkins streets and the Parkway to a reservoir on Hagborne hill in Franklin Park. This pipe has been laid for the greater part of the distance, with stand-pipes at convenient intervals for road-sprinkling purposes, and the reservoir is now being constructed. This will ensure an adequate water supply, and will enable the Board to complete the ponds, which will add very materially to the landscape of Franklin Park.

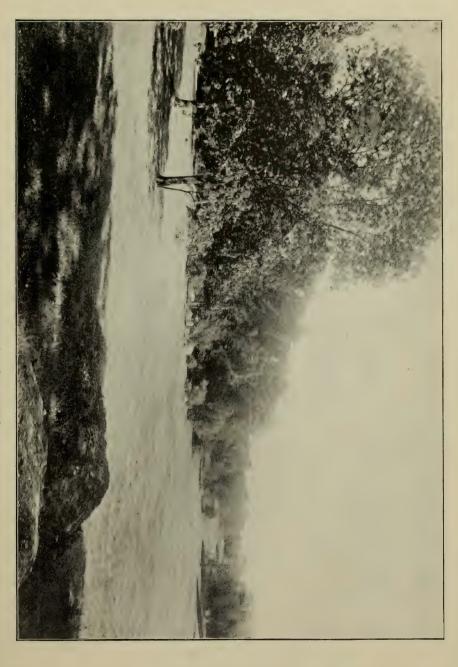
A collection of fancy pigeons, including archangels, blond-inettes, English owls, fantails, tumblers, magpies, nuns, and turbits, from the estate of the late Edmund Quincy at Isle au Haute, was presented to the department by Dr. H. P. Quincy, and are domiciled at the propagating house in the Nursery at the southerly end of the park, in charge of W. E. Fischer. They now number two hundred and twenty-five, and are a source of much attraction to visitors. A flock of about two hundred sheep also attract considerable notice and are a popular feature of the park, the herding of the sheep by the shepherd dogs being an interesting sight.

The Main Park System.

By the practical completion of the Parkway the department has now provided the public a continuous drive all the way on park land from the Common and Public Garden to Franklin Park, a distance of about seven miles, except in the short interval between South and Washington streets where the delay is due to the raising of the railroad tracks. When this small stretch is finished there will be no interruption in the entire length of parkway drives of eleven miles, which, added to the seven miles of drives in Franklin Park and the two miles in the Arboretum, make a total length of twenty miles of driveways completed and thrown open to the public.

Arrangements were made with the Superintendent of Lamps under which this department supplied the lamp-posts and underground cable for 171 electric arc lights on the Parkway extending from the Common to Franklin Park, and 35 lights on Seaver street and around the Playstead. The lamps are maintained by the Lamp Department, and since they have been in operation the Parkway has become a pleasant drive at night.

To ascertain the extent to which the park system was being used for driving, riding, and cycling, the first season it was



FRANKLIN PARK --- PART OF ELLICOTTDALE.



opened, a count was made of each of the three classes of pleasure travel on the afternoon of October 28, between the hours of one and seven, with the following result:

	Carriages.	Bicycles.	Saddle horses.	Largest num- ber of carriages in one hour.
The Fens and Riverway	3,479	1,283	86	1,208
Riverway and Leverett Park	3,114	1,261	129	1,004
Jamaicaway, at Perkins street,	4,173	1,148	76	1,875
Jamaica Park	2,986	1,420	73	1,202
Arborway	3,434	1,160	48	1,400
Franklin Park, at Ellicott street,	2,280	645	19	950
Franklin Park, at Valley Gate.	3,246	1,723	32	925

The Board cannot but feel gratified at the extent to which the public is making use of the parks, and it ought not to be a difficult matter to secure the funds necessary to finish the remaining features of the system, now so nearly completed, which will add much to the pleasure-giving results already so apparent.

Franklin Field.

The meadow which had been underdrained and plowed was levelled off and cultivated during the summer, and sowed to grass in the fall. It was flooded at the beginning of winter, and has been much frequented for skating when the ice was in fair condition. The shallow water makes it an ideal place for this sport, and the Board regrets that its funds for maintenance do not admit of the clearing of snow from the ice, which would very much lengthen the period of usefulness for this purpose. No plans have been made for the further improvement of Franklin Field.

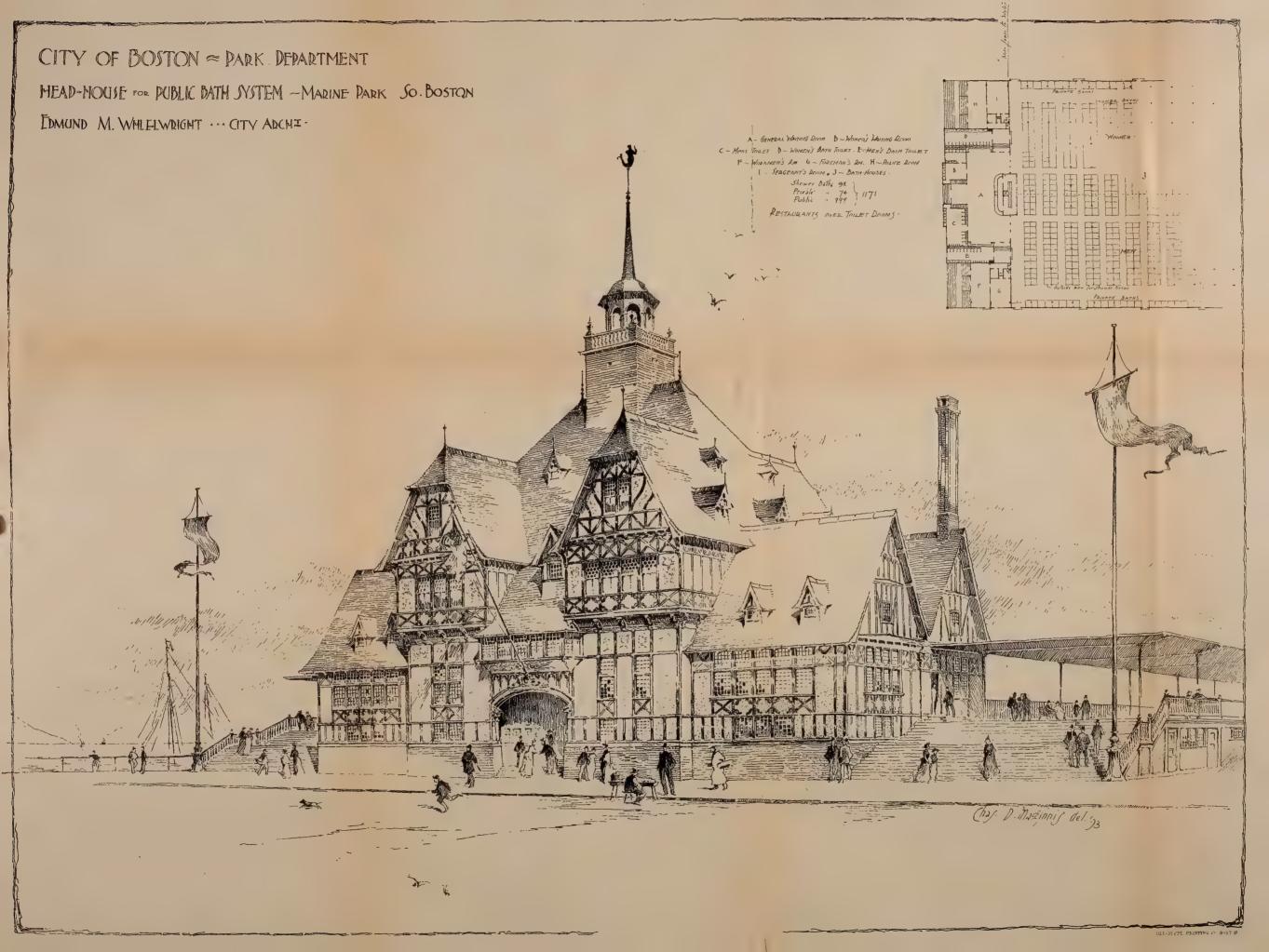
Dorchester Park.

A topographical map of this park has been made. Some readjustment of boundary between it and the Convalescents' Home of the City Hospital and the addition of some land already belonging to the city would admit of a much better plan for laying out the grounds than its present boundaries will allow. A plan will soon be prepared showing the required changes.

Dorchesterway and Strandway.

The grading of Dorchesterway from Five Corners to Buttonwood street has been completed except the removal of the ledge near the latter street. Some of the surfacing has been done near Everett square to provide an outlet for Pond street, and at the intersection of the Parkway with The Board having obtained the consent Buttonwood street. of the Railroad Commissioners for an overhead bridge where the Parkway crosses the Old Colony division of the New York, New Haven & Hartford Railroad, the contractor for filling between Buttonwood street and the railroad has been allowed to carry on the work to a grade suitable for the overhead crossing. The construction of the bridge can be deferred until the Strandway is built, with which it will connect.

Some temporary filling was done on the Strandway last winter, in connection with the owners of certain land on Fifth street which was encumbered with clay-banks, under which arrangement the Board paid thirty cents per cubic yard for the material delivered on the Strandway, thereby affording employment for men and teams at a time of general business depression. About sixty-seven thousand cubic yards of filling, cart measurement, were received by this arrangement. Since this work was closed, the Board has had





several applications to continue it on the same terms, but as the filling of the Strandway by the dredging of the flats is a necessary part of its construction, it has been felt that the continuance of the work as proposed would not be economical on the part of the city.

The Board hoped to be able to take up this year the work of filling that part of the Strandway extending easterly from H street to Marine Park, and had plans prepared by the City Engineer for doing the work by contract. Heavy damages in land takings have, however, so reduced the appropriations for land and construction that if sufficient funds are set aside for the settlement of the remaining land cases, the balance available for construction is insufficient to permit of the plans being carried out, and at the same time provide for the requirements of the day-labor service in the public parks. For this reason, unless a further appropriation is made by the City Council, the construction of the Strandway will have to be deferred for the present. The Board regrets the delay, particularly with regard to the section which immediately adjoins the peninsula of South Boston, where real estate is awaiting this improvement for its development.

Marine Park.

The work of filling the south point from the shore to the iron pier was put under contract in July, and is still in progress. A head-house is also being built under contract at the shore end of the point. This building is flanked on two sides by raised platforms to serve as promenades which will extend to the iron pier, and below and between which five hundred bath houses will be located. The house will contain a general waiting room on the ground or terrazzo floor, with men's and women's waiting and dressing rooms and bath toilets, the spaces under the promenades being devoted to offices for the police, and a

foreman's and workmen's room. On the second floor two large cafés, connected by a corridor and service rooms, adjoin the promenades, the rest of this floor being occupied with the upper part of the general waiting room and the stairway to the restaurant, which is on the third floor above the waiting room. Over the cafés are the kitchen and store room, and the attic contains the laundry. It is expected that this house will be completed for use the present season, and with the bath houses and bathing beaches will add much to the attractiveness of this now popular resort. A sketch of the building is published herewith.

The shore drive and the walk from Sixth street to Broadway, and the drive from the Broadway entrance to the temporary bridge to Castle island, have been surfaced, and the drains, water pipes, and electric light cables have been laid. Four electric arc lamps now light the grounds in addition to those on Q street and on the Castle island bridge.

Fifteen electric arc lamps were placed on Castle island, and temporary fences were erected along the sea-walls, in response to a very large petition from workingmen that the island be kept open evenings. A plan for a shelter has been prepared by the City Architect, which is herewith submitted. This building will be situated at the extreme southerly point of the island, where the hospital building now stands, which is to be removed by consent of the War Department.

Wood Island Park.

The grading of the upland to provide for the driveway from Neptune road to the Concourse on West Wood island, which was under contract last year, has been completed so far as the material on the ground would permit.

The Field House, intended for use in connection with the men's gymnasium and boys' playground, has been completed, and was opened to both sexes during the skating season, the





playground being flooded for that purpose. Over 80,000 people availed themselves of this privilege during the twenty-five days on which there was skating. An iron fence has been built around the gymnastic ground, and contracts have been made for the iron frames and gymnastic apparatus.

A section of the women's bath house has also been built to provide temporary shelter and toilet rooms for women. This building can be of little use until some grading is done to make it more accessible, and the completion of the bath houses and bathing beach would add very much to the usefulness of this pleasure-ground without great expense. The work on the park is now so well advanced that its completion ought not to be long delayed, especially as the recent grading leaves it in a rough, unfinished condition, much less attractive than formerly.

Charlesbank.

The buildings at both the men's and women's gymnasium having been outgrown, as stated in the last Annual Report of the Board, plans for a new building at the men's gymnasium, which will provide proper bathing, dressing, and locker conveniences, were prepared by the City Architect, and the building is now under construction. An addition to the women's lavatory building, to furnish the same facilities to the large number of women and girls who exercise daily in the gymnasium, is also being erected from plans by Walker & Kimball, architects. The completion of these buildings will add much to the health and pleasure of those who frequent the gymnasiums.

For information as to the attendance at these grounds and other details, reference is made to the Annual Reports of the City Engineer and a committee of the Massachusetts Emergency and Hygiene Association, which will be found in the Appendix.

Charlestown Heights.

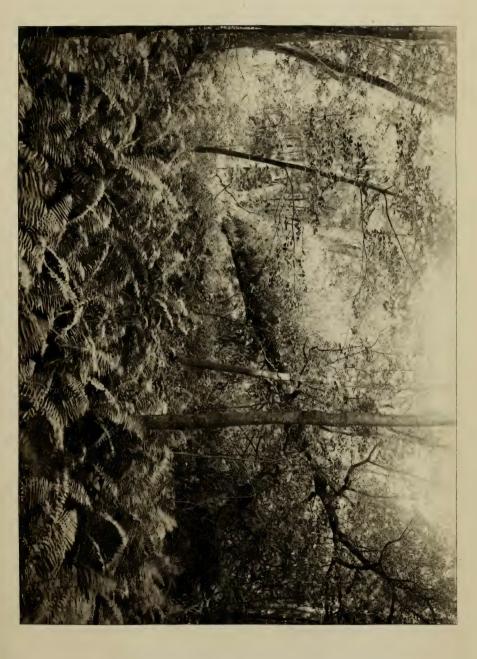
The shelter building, retaining walls, and steps have been completed, and the house is ready for use the coming season. The upper story consists of a large open shelter, with a bandstand on the side next to the promenade. Below are the waiting and toilet rooms and quarters for the attendant, the police, and workmen. A paved court in front under the overhanging shelter is provided with seats, and immediately outside are the sand-courts and children's playground. The house will be heated in cool weather and lighted by electric lights, and with the pleasant hillside grounds should become a favorite resort for the people of Charlestown.

Charlestown Playground.

The work of filling the mill-pond is progressing steadily with good results, and without expense to the department except for the levelling. Plans for the building for administration purposes, and to provide dressing rooms for the gymnasium to be established on this ground, have been prepared by Sturgis & Cabot, architects, and are only awaiting the necessary appropriation for its erection.

Public Park at the North End.

The tract of land on the water front at the foot of Copps Hill, which was taken by the Board in 1893 for a North End park, has been cleared of the buildings and wooden wharves, and a plan for laying it out has been adopted. Application has been made to the Harbor and Land Commissioners, and the Secretary of War, for the authority to make excavations and fillings necessary to carry out the plan. When this is granted, work will at once be begun on the construction of the park. Reference is made to the subjoined report of the landscape architects for a description of the plan.





Pending Contracts.

The pending contracts, with the value of the unperformed work, are as follows:

Contractor.	Place.	Nature of Work.	Date of Finishing specified in Contract.	Amount.	Unper- formed.
Moulton &O'Ma- honey }	Leverett Park .	Retaining-wall and grading.	July 1, '94	\$11,200 00	\$5,919 75
John McNamara.	Jamaica Park,	Pine Bank House,	April 1, '95	10,890 00	10,890 00
Wm. J. Maguire.	Franklin Park,	Roofing Shelter .		1,875 00	475 00
Charles H. Dodge,	66 66	Forest Hills bridge	Aug. 15, '94	50,920 00	9,372 85
J. J. Flynn	66 66 .	Refectory build'g,	May 21, '95	71,530 00	54,786 25
N.J. Terra Cotta Co	66 66	{ Terra Cotta, Refectory build'g,	May 1, '95	9,905 00	9,905 00
Collins & Ham	Dorchesterway,	Filling		10,050 00	7,465 81
Gerry & Northup,	Marine Park .	Head-house	May 1, '95	84,885 00	56,585 00
Wm. L. Miller	"".	Filling	July 1, '95	94,000 00	41,808 12
Lynch & Wood- }		(Heating appara- tus, Head-house	Mar.27,'95	4,873 00	4,873 00
Max Bachmann .	66 66	Sgraffito work, Head-house.	May 15, '95	3,300 00	3,300 00
John McNamara.	Charlesbank .	Men's Lavatory building	" 1, '95	11,000 00	11,000 00
Frame & Mc-Pherson }	66	Women's Lava- tory building	} " "	6,780 00	6,780 00
Van Dorn Iron Works Co }	Wood Island Park	{ Iron fence and frame	Jan. 1, '95	2,833 00	2,833 00
				\$374,041 00	\$225,993 78

WEST ROXBURY PARKWAY.

In its last Annual Report the Board referred to the advantages to be obtained by connecting the Boston park system with the Stony Brook Reservation, and eventually the Blue Hills, of the Metropolitan park system, and published a map showing alternative routes from the Arnold Arboretum and

Franklin Park. The first or most westerly of the routes indicated on the plan was finally chosen, and the land taken in conjunction with the Metropolitan Park Commission, which took the southerly part, extending from Weld street to and including the top of Mt. Bellevue, this Board taking, in behalf of the city, the other portion, extending from the Arnold Arboretum, through the valley of Bussey brook, to Weld street. Subsequently, as a part of the arrangement, the Metropolitan Park Commission transferred the control and custody of the part taken by it to this Board by an indenture which was assented to by the City Council, and appears in full in the Appendix to this report.

By this arrangement the land damages on the part taken by the Metropolitan Park Commission will be settled by the Commonwealth, the city by the acceptance of the gift will build the necessary roads and care for the property as a part of its park system. By the surrender of this land the boundary between the State reservation and the city parks is at Washington street.

A map is herewith published showing the parks and parkways from Boston Common to the Stony Brook Reservation.

PROPOSED STONY BROOK PARKWAY.

The selection and acquisition of the route from the Arnold Arboretum to the Stony Brook Reservation should not deter the city from eventually securing a connection between Franklin Park and this reservation along the line of Stony brook, provided the town of Hyde Park will join by laying out the part within its limits.

This route will follow the course of Stony brook and an affluent coming from Franklin Park, thus providing in the cheapest and best way for the surface drainage of a considerable territory, much of which is swampy or low, by pre-

serving the natural water course as in the Muddy-river improvement.

Its construction would render a large area of vacant lands more valuable for suburban residences, and greatly benefit the whole valley of Stony brook by preserving the purity of the streams composing its head waters.

A considerable part of the route within the city limits would pass through land already belonging to the city and partly occupied by buildings connected with its public institutions, which, however, would not be closely approached by the proposed parkway. This route has the advantage of continuing the ample pleasure-drives and bridle-paths of Franklin Park through what would be a pleasant meadow-like parkway, entering Hyde Park and passing through the picturesque high-rock region and through pleasant fields and wild woods to the southerly end of the Stony Brook Reservation, whence it would before long probably be extended to Mother brook, near Paul's bridge, and through the charming valley of the Neponset river to the main entrance of the Blue Hill Reservation.

CHARLES RIVER EMBANKMENT.

In its last Annual Report the Board submitted a plan for an embankment on Charles river from the present Charlesbank to the Fens within the lines authorized by existing law. This plan provides for an embankment outside the present harbor lines one hundred and twenty feet wide from West Boston bridge to the angle near Beacon street, connecting with Arlington street through the block of houses between Beaver and Otter streets, and seventy feet wide from said angle to Charlesgate west.

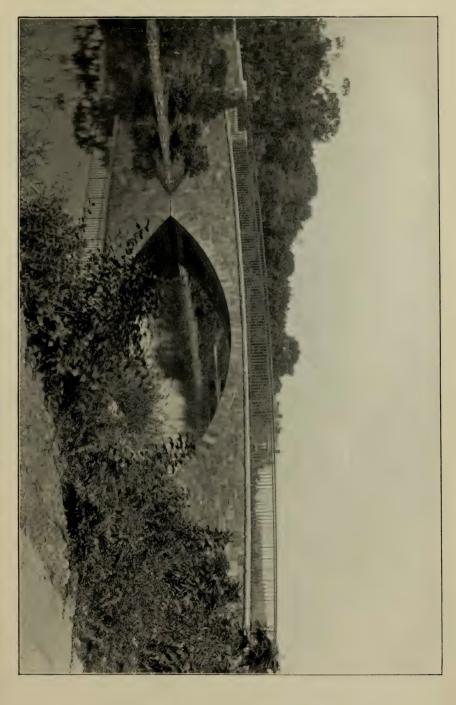
Subsequently the report of the Joint Board consisting of the Metropolitan Park Commissioners and the State Board of Health, to which the Legislature had referred the whole question of the improvement of Charles river, was submitted to the Legislature, recommending the erection of a dam near Craigie's bridge high enough to keep even extreme tides out of the basin, and the maintenance of the water at a permanent level, also the acquisition of considerable bodies of land along the shores of the river between the Cottage Farm bridge and the Waltham line.

With reference to the embankment in the rear of Beacon street the Commission says:

By chapter 435 of the Acts of 1893 permission has already been given to the city of Boston to construct on her side of the Charles river, beginning at West Boston Bridge and ending at the Back Bay Fens, an embankment of a width not to exceed, in the rear of Beacon street, one hundred feet, but subject to the condition that the filling thus made shall not be used for building purposes, or for any other purpose than for ornamental grounds and a parkway.

The description in this act of the line to be followed in making the filling of the first section of the proposed embankment, that from West Boston bridge to the rear of Beacon street, provides a broader margin than seems to us necessary on this side of the basin. We propose that so much of the act as relates to the filling on the easterly side of the basin and in continuation of the Charlesbank be so amended that the filling authorized shall not exceed one hundred and fifty feet until the intersection with a line perpendicular to the harbor line at the southerly line of Mt. Vernon street; thence continuing southerly and westerly on a curved line to the embankment in the rear of Beacon street, to be hereafter described.

It may fairly be inferred . . . that the owners of estates on the north side of Beacon street west of Otter street have no very great interest in the appearance of their houses and outbuildings as seen from the basin or the bridges crossing it. Whether this new basin will be attractive enough to induce the owners of these properties to so far change the external appearances of their houses as to make them worthy adjuncts to the superb location offered to them is a question which we find it difficult to answer. And yet upon the answer to this question really depends the solution of one of the most serious problems in connection with the improvement of the basin. We believe that this water park, if formed in accordance with the plans submitted, deserves surroundings of a character equally dignified and attractive with itself.





Two views of the problem present themselves to us:

First. To advise the filling, to the north of the passageway in the rear of Beacon street, of a wider strip than that of one hundred feet now authorized by chapter 435 of the Acts of 1893, but not to exceed one hundred and fifty feet, in the expectation that gradually the hoped-for improvements in the abutting estates will be effected.

Second. To recommend the construction of a wider embankment than that provided for by existing legislation, in order that a portion of the land so filled may be prepared for building sites.

After due deliberation we have concluded to present a plan for your consideration in accordance with the second view above stated.

It does not seem probable to us that the houses now standing on Beacon street, below Otter street, are likely to be adapted to the surroundings of the new basin; the large sums of money already spent upon their Beacon-street fronts would seem to preclude the change; moreover, these fronts to the south have always commanded higher prices than similar lots on the opposite side of the street, and the preference will undoubtedly be maintained. But it does seem to us essential that the houses situated on the borders of the basin should also front upon it, not only for the adornment of the basin, but also for the benefit that would accrue to it from the better policing and care which all public grounds receive when the neighboring householders walk through them habitually, or constantly have them under view. The back alley which now runs along the border of Charles river in the rear of Beacon street would undoubtedly be well kept and inviting where it is now neglected and repulsive, if the owners of the adjacent properties ever themselves made use of it.

The sale of the land prepared for building sites, if carried on as successfully as such transactions have hitherto been by the Commonwealth, would yield a large sum of money to be devoted to the repayment of the expenses of improvements herein recommended.

We, therefore, propose that, instead of a strip of ornamental ground in the rear of Beacon street of a width not to exceed one hundred feet, provision be made by which the Board of Harbor and Land Commissioners may be authorized to cause to be filled a space to the north of the present wall in the rear of Beacon street not to exceed three hundred feet in distance therefrom and extending in a line parallel therewith to the westerly line of the Back Bay Fens. One hundred and twenty feet in width of this, immediately to the north of the existing alleyway, to be filled to a grade proper for house lots, so much thereof as may be needed for streets and public open spaces to be reserved and the remainder to be sold. The money received therefor to constitute a fund-

from which shall be defrayed the cost of building the dam, making the necessary fillings, and of such other expenses as may result from carrying out the plan of improvements herewith submitted. The remaining strip of one hundred and eighty feet in breadth to be prepared in accordance with designs to be furnished by the Board of Park Commissioners, and to be used only for parkways and ornamental grounds.

It will be noticed that we recommend a somewhat wider strip in the rear of Beacon street between the building line and the water than is designated on the plan of the landscape architects. We do so for the purpose of having a wider belt of trees and shrubs than has been thought by them to be necessary. Though the rapidly approaching use of the opposite Cambridge shore for building purposes will have a tendency to break the force of strong wind from the north-west, it is desirable to have a plantation, if only of shrubs and small trees, to still further diminish their force. The shore line of the basin above the Back Bay Fens and up to the Cottage Farm bridge on the Boston side of the river should also, in our opinion, be moved to the north. Whether the additional territory so gained should be used partly for new building sites, or for purely ornamental grounds, has been a subject for some difference of opinion between your commission and the landscape architects. The latter advise the creation of new building lots in addition to the ornamental grounds. We think that it is not advisable to narrow the stream at this point further than may be necessary for procuring the ornamental grounds alone. Our recommendation is that the harbor line be removed to the north a distance of one hundred and fifty feet from the Back Bay Fens to the new bridge drawn upon the plan, and above this bridge gradually narrowing till it reaches a width of fifty feet at the Cottage Farm bridge; that this new territory be connected with the filling in the rear of Beacon street by appropriate curves, and be prepared for park uses by the Land and Harbor Commissioners in accordance with plans prepared by the Park Commissioners.

Subsequently a committee of the residents of the water side of Beacon street submitted plans to the Board for a treatment of the shore of the river from the Union Boat Club house to Harvard bridge by an esplanade to be built by the city with the coöperation of the riparian owners, under section 2 of chapter 435 of the Acts of 1893. The plans provide a walk, with some provision whereby the alleyway may be hidden while retaining the river view.

One plan by Little, Brown, & Moore secures this object by a brick and stone architectural wall eight feet high on the inner side of an embankment twenty-five feet wide, while the other plan by Longfellow, Alden, & Harlow proposes to hide the alleyway by trees and shrubbery planted on a sloping terrace supported by a wall on the inner side of an embankment fifty-five to seventy feet wide as may be desired. Both plans provide an esplanade with a balustrade or parapet wall on the river front and occasional landings at the water's edge.

In submitting the plans the committee stated that the abutters desired the basin beautified under the terms of the statute of 1893, without filling any more of the river than is necessary for ornamental purposes. They objected to a driveway as an unnecessary filling in of the river, and as not being readily accessible from the narrow streets leading out of Beacon street. They desired to keep the basin as broad as possible as a unique feature of the city. To secure the coöperation of the abutters in the construction of the embankment they proposed that application be made to the Legislature for authority to assess fifty per cent. of the cost on the abutting estates, and submitted a bill to provide for the immediate construction of an embankment containing provisions for such an assessment.

The Board submitted the question of the proposed improvement of the Charles-river basin to the landscape architects for their views as to the desirability of such action, and received the following reply:

Brookline, Mass., 28th January, 1895.

The Hon. John F. Andrew, Chairman of the Boston Park Commission:

SIR: We beg leave to respond as follows to your request for a fresh expression of our views with respect to the Boston shore of the Charles-river basin.

At different times within the past twenty years various plans for adapting this important river bank to public uses have been proposed. The first Boston Park Commission (that of 1876), composed of Messrs. T. J. Coolidge, William Gray, Jr., and Charles H. Dalton, recommended the eventual construction in the rear of the Brimmer street and Beacon street houses of a riverside parkway, comprising planting strips, a driveway, a bridle-path, and a promenade, with a total breadth of two hundred feet.

In response to special requests we have ourselves proposed four solutions of the problem. Three alternative plans, with a comprehensive report, were laid by us before your Board in 1893, in response to the question: What ought to be done, assuming, in accordance with the existing law, that the necessary new filling shall not extend into the river more than one hundred feet from the present sea-wall? Another, and naturally, a very different plan, was made and reported upon by us for the Joint Charles River Commission of 1894 in response to the question: What ought to be done, assuming that the limitations of the law can be removed?

The commission will, however, remember that Mr. F. L. Olmsted, Messrs. F. L. Olmsted & Co., and Messrs. Olmsted, Olmsted, & Eliot, as Landscape Architects to your Board, have always taken the ground that the city of Boston would make a grave mistake if, while sufficient interior parks, parkways, and playgrounds were still lacking or incomplete, any money at all should be devoted to the Charles-river basin. Such is still our opinion. The reasons thereof may be briefly recapitulated as follows:

First. The present population of the Back Bay has no need of any additional recreation grounds. It already possesses the Public Garden, Commonwealth avenue, and the Fens. Moreover, the present residents of the Back Bay are generally away from town during the only part of the year when the adjacent shore of the basin might be a pleasant place of resort.

Second. While convenient interior squares and playgrounds are not yet sufficiently numerous, the necessarily costly development of the shores of the basin may better be put off. The Fens, the Muddy-river valley, Jamaica Park, and Franklin Park were lately tracts which lay in imminent danger of being built upon in ways which would forever have precluded their conversion into parks. Much of the Charles river above Cottage Farm lies to-day in the same dangerous predicament; but not so the basin now in question. Here is an open space which can safely be held in reserve until other necessary spaces are acquired. The million or half million dollars which it is proposed

should be invested in constructing what to-day is an unnecessary promenade on the borders of a great, natural, open space ought rather to be spent in acquiring open spaces in those parts of the town where they are, and will be, most needed.

Similarly, it seems to us that the city, as a whole, would receive a greater benefit from the completion of the construction of the parks and parkways already acquired than would accrue from the construction of a river embankment. Also, that while money for the proper maintenance of the acquired parks is obtained with difficulty, the addition of a public promenade, which, like Commonwealth avenue, would cost much for maintenance, ought to be avoided, if possible.

For these reasons we question whether any mandatory legislation which would commit the city to the immediate expenditure of large sums for the construction and maintenance of any sort of a public promenade on the bank of the basin adjacent to Beacon street ought at this time to be favored by your Board.

Respectfully,

(Signed)

OLMSTED, OLMSTED & ELIOT,

Landscape Architects.

Subsequently the Board notified the committee that the settled policy of the Board has been to consider the proper treatment of the Charles-river basin as a subject which should be taken up in the future rather than as a work of present necessity, and that in the general view of the Board it would be better to appropriate money at this time to complete the park system already laid out than to construct the proposed embankment. But if the Legislature should take a stronger view of the importance of an early settlement of the question of a proper treatment of the Charles-river basin, and that the immediate construction of the proposed embankment would be for the best interest of the city, the Board believes the plan would be feasible and would constitute an important addition to the system of open-air resorts now being established; and while it would be glad to carry out any scheme for the improvement and adornment of the city which would be wise, it may be better, when the work is

undertaken, to extend it over a greater length of the shore than the partial plan submitted by the committee.

COMMONWEALTH AVENUE.

On March 5, 1894, the Board received notice of the action of the Board of Aldermen consenting to the transfer of Commonwealth avenue to this department, as follows:

Ordered, That the Board of Aldermen, with the approval of His Honor the Mayor, hereby consents to the selection and taking by the Board of Park Commissioners, under chapter 300 of the Acts of the year 1893, for the purposes of that Act, of that part of Commonwealth avenue lying between Arlington street and its intersection with Beacon street; the same being a public street leading to that part of the park system known as the Back Bay Fens, and the consent in writing of the owners of more than a majority of the frontage of the lots and lands abutting on that part of said avenue having been obtained therefor, as appears by their petitions for such taking now before the Board.

On March 12 the Board gave a hearing to the owners of estates on the avenue, at which a number of representative men appeared and favored the proposition that the Board assume the control of the avenue and reconstruct the roadways in a substantial manner under the provisions of the Act authorizing the assessment of one-half the cost of improvement on the abutting estates.

The reasons given among others were that it is the decorative avenue of the city, is restricted to residences only, is the chief approach to the park system, and the connecting link between the old and the new parks, and that through the regulation of traffic by excluding heavy teams the roadways could be kept in a condition similar to those in the parkways.

In accordance with these recommendations the Board on June 29 passed a vote selecting and taking so much of the avenue as is referred to in the order of the Aldermen, and on July 9 voted to resurface the roadways with an asphalt pavement and make sundry other improvements under the direction of the Superintendent of Streets, at an estimated cost of one hundred and fifty-six thousand dollars.

Subsequently on petitions from property owners remonstrating against the proposed asphalting of the avenue, the Board held two hearings at which it appeared that a majority of the residents strongly objected to the proposed asphalt pavement. A proposition that the residents raise a fund of \$40,000 to be held by trustees, \$5,000 to be paid to the city annually for eight years for repairs and maintenance on condition that the Board rescind its vote to asphalt the avenue and lay a Macadam or Telford pavement instead, was accepted by the Board. The work of macadamizing the avenue from Arlington street to Massachusetts avenue was immediately begun by the Street Department, and finished in November at a cost of \$79,253.55.

The Board then assumed control by policing the avenue and posting ordinances. All vehicles for conveying merchandise except those engaged in supplying residences on the avenue have been excluded, with the result that the experiment thus far has been highly satisfactory, but sufficient time has not elapsed to demonstrate whether the roadways can be maintained in good condition with reasonable care.

BRIGHTON PLAYGROUND.

In accordance with an order of the City Council, approved by the Mayor November 22, 1893, authorizing the Board to select and purchase a site for a playstead in North Brighton, under the special appropriation of \$25,000 for that purpose, the Board invited tenders of land in the desired locality, and accepted offers for the sale of about fourteen acres of land fronting on Western avenue near Barry's Corner, the cost of land and surveys being \$21,114.83.

This location will adjoin the reservation which is to be laid out by the Metropolitan Park Commission on the borders of Charles river under chapter 509, Acts of 1894, and can be readily converted into a playground in connection with the improvement of the Charles-river banks by said Commission.

TABLES ANNEXED.

In the Appendix will be found tables showing cost to date of the public parks, and other details; also reports of the Landscape Architects and City Engineer, and special laws relating to the park system.

Respectfully submitted,

John F. Andrew, Francis A. Walker, Edward C. Hodges,

Commissioners.

Boston, January 31, 1895.

APPENDIX.

LANDSCAPE ARCHITECTS' REPORT.

The Hon. John F. Andrew, Chairman of the Boston Park Commission, Boston, Mass.:

Sir: We respectfully submit the following notes of our doings in connection with the work of the Boston Park Commission during the year 1894.

Commonwealth avenue, between Arlington street and Beacon street, having come under the control of the commission, it became our duty to examine and report upon its design and condition. After investigation we recommended the macadamizing of the two roadways, the resetting of the curbs, a uniform sidewalk pavement of brick, the regrading of those parts of the grass strips which are not flush with the curbs, the rectification of the lines of trees where they have become irregular, the addition in conformity to the original design of a new row of trees at the edge of each sidewalk, the addition of new architectural curbing and masts for lights or flags at the ends of the central grass plots, the ultimate removal from the central promenade of the existing statues, and the placing thereof in symmetrical relations adjacent to the sidewalks at the ends of the grass plots, - the last two suggestions being directed to the ultimate development of an architectural or formal plaza at the crossing of each street. Commonwealth avenue undoubtedly offers a rare opportunity for the making of a really fine formal promenade to be gradually adorned with architectural monuments and sculpture. On the other hand the fitting maintenance of fine work of the formal type is very costly. It will be remembered that we advised the commission to be cautious about assuming charge of the avenue.

The long and tedious work of constructing the boundary roads of The Fens having been completed, the only questions of design referred to us for report during the year were related to the plans for the Tremont and Westland entrances, and to the problem of how best to carry the Boylston street electric railway across the parkway and the stream. With regard to the latter it was finally decided that the tracks of this line ought to pass over the water and under the parkway by a route lying immediately adjacent to the location of the Boston & Albany Railroad.

Along the *Riverway* from Brookline avenue to Tremont street little but planting remains to be done, and questions of detail only have called for our attention.

In Leverett Park between Tremont and Perkins streets the roadways have been made usable, but most of the ground is still in the rough. This unfinished condition, together with the by-no-means self-explanatory arrangements of certain pools and paths designed especially for the use of the Natural History Society, has unavoidably induced some misapprehension of the general plan.

In Jamaica Park the state of things is much the same. The hurried opening of the parkway has brought the public into these parks before the raw stage of preparation for the coming of the public has been passed. In order to permit people to follow the water's edge (as people are always eager to do) and at the same time to avoid destructive path-making among the trees which adorn the banks and frame the pond, a beach which will serve as a path is in process of formation along much of the shore of Jamaica Pond. Near Pond street, where a beach was found impracticable owing to the great depth of the water, a wall designed to rise only a foot and a half out of water and to be half concealed by shrubbery was substituted as an engineering necessity. Both wall and beach have been unduly conspicuous during most of the year, because of a necessary drawing off of the water down to a level some six or eight feet below the standard elevation.

Revised plans for paths in the neighborhood of Pine Bank House have been prepared, and a simple method of adapting the house to public use has been studied in conjunction with the City Architect. A suggestion from us that the bronze fountain designed by Miss Whitney and recently presented to the Park Department should find place upon the terrace of Pine Bank House met with the approval of the Art Commission.

Several alternative plans for the distinctively pleasure drive proposed by the original plan for the west shore of the pond have been prepared and laid before the commission. It is to be remembered that this proposed piece of road is but a link in a chain which was originally designed to begin at Tremont street on the boundary of Brookline and Boston and extend thence through Leverett and Jamaica Parks to the Arboretum and Franklin Park. From the Public Garden to Tremont street the commission controls a so-called parkway, upon which pleasure travel must necessarily mix with ordinary traffic, because the roads are only boundary roads and the adjacent private building lands must be supplied first with building materials and afterwards with coal, ice, and provisions. Not until Tremont street was reached was it possible to find room between the boundary roads for an interior, separate, or exclusively pleasure driveway. From Tremont street to Chestnut street, on the west or Brookline side 'of Leverett Park, the Brookline Park Commission has opened the first stretch of separate pleasure driveway, and already it is the pleasantest part of the parkway. It is regrettable that the Boston Park Commission of a few years ago decided not to continue this separate pleasure road along the north-west shore of Jamaica Pond beyond Chestnut street. On this side of the pond the boundary road, which will soon have houses beside it, will, by orders of the commission, be the only road. The impression of remoteness and of semi-seclusion which is gained in Leverett Park will thus be shattered when what ought to be the freer and purer scenery of Jamaica Park is reached.

With the exception of a few studies of details for entrances and foot-paths, the present *Arboretum* has called for no new designing. A preliminary plan has, however, been prepared to show how Peter's Hill might be advantageously annexed to the Arboretum by means of a circuit road which would pass over Bussey street by bridges, it being deemed advisable to preserve

this street in a new location as a transverse road leading to the Bussey archway under the Dedham Branch railroad.

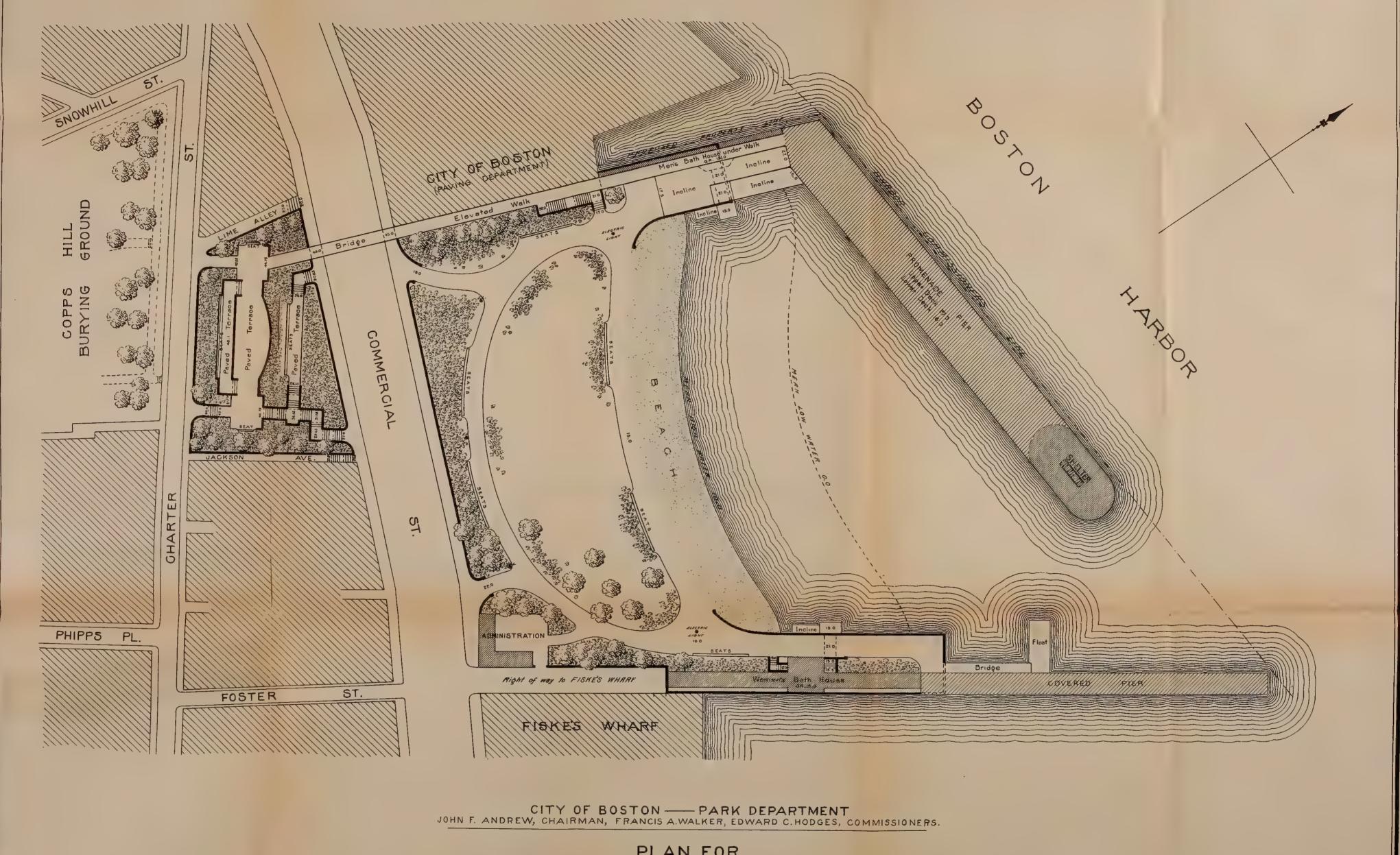
The Metropolitan Park Commission having acquired a large reservation in West Roxbury and Hyde Park embracing Bellevue Hill, the highest land in Boston, plans have been studied and completed for connecting the Arboretum with this new public domain. The new parkway will follow and include the course of the Arboretum brook as far as the height of land at Weld street, where connection is made with lands acquired by the Metropolitan Commission. From motives of expediency, the northern boundary of the new parkway is an arbitrary line falling high up among the forest-clad rocks which form this side of the valley of the brook. The southern boundary follows a line upon which a boundary road can be laid, from which road a good view will be had of the course of the brook and the wooded bank beyond.

For Franklin Park details too numerous to mention have been considered; including plans for roads and grading in the neighborhood of the refectory and at Forest Hills entrance. The great cemetery which lies just beyond the park is the goal of many funerals which come out from Boston by way either of Washington street or Forest Hills street. It is obviously important that processions of funeral carriages should not block or mingle with the stream of pleasure carriages which will pour in and out of Franklin Park by the parkway. Accordingly a sunken roadway has been arranged by which vehicles of all kinds, including electric cars, if need be, may pass under the parkway just outside the boundary of the park. The gates of the park, marking the terminus of the parkway, are architecturally connected with this bridge, which is now building from designs by Messrs. Shepley, Rutan, & Coolidge.

The Strandway, Charlesbank, Wood Island, and Charlestown Heights have called for only a few modifications in the original plans.

For the small tract recently acquired by the commission at the North End, a complete plan has been prepared which may be described as follows:

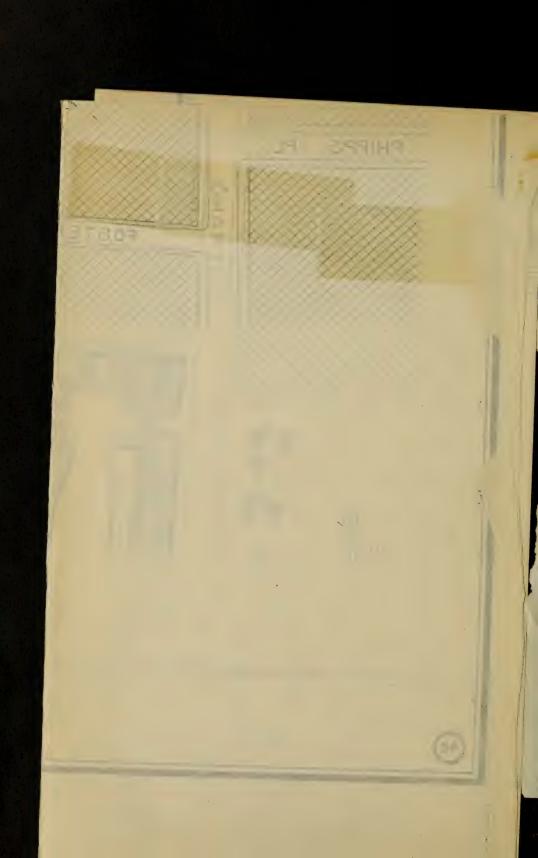
The land to be devoted to purposes of recreation lies between



PLAN FOR

PUBLIC PLEASURE GROUNDS BETWEEN COPPS HILL AND THE HARBOR

OLMSTED, OLMSTED & ELIOT, LANDSCAPE ARCHITECTS. BROOKLINE, MASS. DEC. 1894.



the ancient Copps Hill burying-ground and the sheet of water which is the confluence of the Charles and Mystic rivers. It is separated from the burying-ground by Charter street, and it is crossed by the busy waterside thoroughfare called Commercial street. Between the two streets the narrow public domain slopes steeply down between two ranks of tenement-houses, thus opening a prospect from the already frequented Copps Hill. Between Commercial street and the water the original shore-line has disappeared under a tangle of more or less ancient sea-walls, fillings, and pile structures.

The plan is designed to make this confined space afford opportunity for the greatest possible variety of modes of recreation. Thus a resting-place commanding a view of the water is provided upon a broad terrace on a level with the upper street; an ample promenade adjacent to the water is provided upon a pier, the upper deck of which will be reached from the terrace by a bridge, which will span Commercial street; a good place for children to play is provided on a beach which will form the shore of the small haven to be formed by the pier; dressing-rooms will be provided for the use of bathers, floats and other conveniences for The stone terrace and its accompanying flights of steps will be plainly but substantially constructed, while the steep earth slopes at the ends and below the high wall will be planted with low shrubberv. The foot-bridge spanning Commercial street will be a light steel truss. The new or restored beach will terminate against sea-walled piers of solid filling, from the end of one of which the long and substantial pleasure pier will run out to and along the Harbor Commissioners' line. Between the beach and Commercial street there is room for a little greensward and a screening background of shrubbery. A drawing illustrating this compact design is submitted herewith.

Respectfully,

Olmsted, Olmsted, & Eliot,

Landscape Architects.

CITY ENGINEER'S REPORT.

Boston, January 31, 1895.

Hon. John F. Andrew, Chairman Board of Park Commissioners:

Sir: I herewith submit the following report of the work done and of matters of interest in connection with the work placed under my direction by your Board, the work being continued under the immediate charge of Assistant Engineer E. W. Howe.

THE FENS.

Drives and Walks. — The drive on the easterly side of the Tremont entrance and the walk near the water between Tremont entrance and Fen bridge have been surfaced, and the stone-crushing plant, which for several years has been located at this entrance, was removed and the machinery sold early in the season; also the several small buildings which were located here have been removed, and the grounds graded, loamed, and seeded to grass.

Electric Lighting. — The work of laying underground wires and erecting lamps, begun in 1893, was finished and the Fens lighted for the first time on April 27. As this was the first instance in this city where underground wires were laid for street or park lighting, a brief description of the work may be of interest.

Tar-coated wrought-iron pipes 1½ inches in diameter were laid 18 inches below the surface. At points where there were abrupt changes of direction, and at the foot of each lamp-post, cast-iron boxes were placed so that the cable can be removed and replaced or connections made without its being necessary to dig up the ground. Wherever there are loops in the line of the cable 2-inch pipes were laid in order that two cables could be drawn through them. When the pipes were laid, a small wire was drawn through them, to be used for drawing through the larger cable.

The cable is $\frac{5}{8}$ inch in diameter, and is composed of a No. 4

B. & S. gauge copper wire first covered with rubber and then with lead. This was drawn through the pipes and lamp-posts to the top of the lamp.

The lamp-posts are of the ordinary city pattern, and are set in Portland cement concrete. The supports for the hoods are of wrought-iron pipe branching from the cap of the posts in such a manner that the cable can be readily drawn up through them. The cable is not exposed at any point until the hanging board of the lamp is reached.

The lamps are 2,000-candle power arc lamps. The number on the Fens is 45, and the langth of eable 18,893 feet. In addition to the arc lamps, 6 incandescent lamps of 32-candle power have been placed under the Stony-brook bridge for lighting the walks.

The grounds are well lighted, but probably some additional lights will be required when the trees are fully grown.

John Boyle O'Reilly Statue. — A foundation has been built for this statue on the triangle at the junction of Boylston road and the Fenway, and a curb set around the site.

COVERED CHANNELS OF STONY BROOK AND MUDDY RIVER.

These remain in the same condition they were a year ago. Some slight repairs have been made to the gates in the Muddy-river gate-chamber.

I wish to again call attention to the necessity of rebuilding the damaged portion of the Muddy-river conduit.

RIVERWAY.

Grading. — Considerable grading has been done during the year, chiefly on the left bank of the stream between it and the railroad and Audubon road, also around the Bridle-path bridge.

The work of filling Audubon road, under the contract with James Killian, dated December 5, 1893, has been finished, there having been deposited 36,844 cubic yards, at 49 cents per cubic yard.

Drives, Ride, and Walks. — The drive and ride were practically completed in 1893, with the exception of Audubon road, but owing to the lateness of the season some work remained to be

done in the spring. Owing to the short time in which the filling was allowed to settle before the surfacing was done, the surface, in a few places, is now so much below grade that it will require reconstruction in the near future. The walks along the bank of the river have been surfaced.

Plantations.— All of these, except those near the Administration building, have been loamed, manured, and planted.

Bridges. — The sidewalk on Audubon bridge has been laid, the railing built, and the iron-work painted, thus completing this structure.

The Bridle-path bridge, built under a contract with Johnson Brothers, dated October 23, 1893, was finished on August 13, at a cost of \$32,300. The working plans for this bridge were made from designs furnished by Messrs. Olmsted, Olmsted, & Eliot and Shepley, Rutan, & Coolidge.

The bridge supports a bridle-path across the waterway and walks on either side of the latter. It is 28 feet wide to outside of parapets, with wing-walls at each corner flaring at angles of 66 degrees. The piers rest on a platform constructed of spruce piles capped with 10-inch × 10-inch spruce caps crosswise of the channel and covered with 4-inch spruce plank. The ends of the platform are protected by 4-inch sheet piling. The piers are 30 feet apart and extend along the channel sufficiently to support the banks and the walks; the total length of the piers with their wing-walls is 100 feet. The grade of the platform is 2.5 above city base, and the tops of the piers are at grade 15.5. The piers are of granite laid in courses with a cut granite coping on top from which the arches spring.

The central arch is elliptical in form with a span of 30 feet and a rise of 9 feet 6 inches. The side arches which span the walks are semi-circles 15 feet in diameter. The width of the piers at the springing line is 4 feet 8 inches; the spandrels between the arches are pierced by semi-circular openings of a diameter of 15 feet and springing from the same grade as the other arches. This longitudinal arch is also carried back 2 feet into each abutment to form recesses for seats. The openings through the spandrels are to afford passages to connect with the foot-bridge to be built

across the channel, to connect the walks on either side. The abutments at the end of the bridge have concrete and pile foundations, the piles being cut off at grade 8 and having their tops imbedded in the concrete to a depth of one foot.

The face-work of the bridge above grade 15.5 is of seam face granite, laid as three-headed work, with a belt course of red granite 8 inches thick, 2 feet 8 inches below the top of the parapet, and with red granite coping. The soffits of the arches, except the face voussoirs, are laid with 12-inch × 1½-inch speckled brick. All of the groins are laid with the same brick cut and ground to shapes. The remainder of the arch-work is of common brick, the thickness of the central arch being 24 inches, and of the side arches 20 inches. The spandrels are filled solid with concrete, so that the top of the bridge is drained to the abutments. The whole of the top of the bridge was covered with cement, then washed with cement-wash, and then covered with tarred roofing paper and tar.

Buildings. — A tool-house and shelter has been erected near Bernier street, under the direction of the architects, Messrs. Shepley, Rutan, & Coolidge. It is a circular building 24 feet in diameter; the basement and the piers supporting the roof are of seam face granite. The basement is to be used as a tool-room, and contains bins for the storage of material for the repair of walks, etc. The building stands on sloping ground so that the floor above the basement is on a level with the walk; this floor, which is intended for a shelter for visitors, is of asphalt, and is covered by a roof supported on stone piers; the roof is covered with tiles, and seats are provided.

Electric Lighting. — Under the contract with the Boston Electric Light Company for lighting the Fens, such further extensions of the lighting along the Parkway as the commissioners should require were to be provided upon the same terms.

On Riverway there have been 7,433 feet of cable laid and 19 lamps erected; and in addition 1 incandescent lamp has been placed under the Bridle-path bridge. These lamps were first lighted on June 16.

LEVERETT PARK.

Grading. — The work to be done under the contract with Moulton & O'Mahoney, dated November 28, 1891, was completed early in the year, and on April 27, 1894, a new contract was made with the same firm for doing such additional grading as was required, and for building walls on Perkins and Chestnut streets. The grading has been completed.

The ledge on the line of the drive has been excavated and the stone from it used in surfacing roads and walks, and building walls and culverts. The stone-crusher which was set up for crushing stone from this ledge has been removed.

The slope above the wall on the line of the Nickerson estate has been graded and loamed, and a fence erected on the top of the bank.

Practically all of the grading on this park is completed.

Bridges and Culverts.—A bridge has been built on the line of a foot-path across the outlet of the cove on the easterly side of Leverett pond. The bridge is a segmental arch of 24 feet span and 5 feet 5 inches rise; the width to outside of parapets is 18 feet 4 inches. The abutments are of concrete, faced with granite; the exposed face work is of seam face granite; the arch is of brick and the coping of red granite; the arch is 2 feet thick, covered with cement and a waterproof covering of tar and paper. The bridge was built by J. D. Fallon & Company, at a cost of \$9,313.60.

The working plans were made from designs of the landscape architects, and Messrs. Shepley, Rutan, & Coolidge, architects.

Seven small culverts were built on the streams connecting the various ponds.

Retaining-walls and Steps. — Two walls of rustic masonry were built by the department force on the slope above the cove on the easterly side of Leverett pond. The upper wall supports the bridlepath, while the lower wall supports a walk along the base of the upper wall.

The walls built under the contract with Moulton & O'Mahoney have been finished, with the exception of the cement top and the pointing. These walls are of Roxbury stone, and vary in height

from 4 feet to 14 feet, the total length of the several sections being 1,368 feet; they serve to support Perkins street on its lower side and the banks on the upper sides of Perkins and Chestnut streets.

On April 20, 1894, a contract was made with James Killian for the construction of a wall on the easterly line of Chestnut street 351 feet in length, and also for a wall on the line of the Parkway adjoining the Nickerson estate 523 feet in length. This work has been completed at a cost of \$9,327.06.

Mr. Killian has also built parapet walls and furnished and set coping on the walls built on the northerly side of Perkins street. This work is nearly finished.

Steps to the number of 300 were furnished by the Cape Ann Granite Company at a cost of \$3,576. These have been set by the department force in places on the walks where they were needed.

Drainage and Water-pipes. — All of the drains and catchbasins required for this park have been built.

The lowering of the grade of Perkins street necessitated the lowering of the water mains in that street. This work was done by the Water Department at the expense of the Park Department. An 8-inch pipe was also laid from the pumping-station through Chestnut and Perkins streets to Jamaicaway, it being a portion of the main for supplying water for the ponds in Franklin Park.

Drives, Ride, and Walks. — The drive from Pond avenue, near Willow pond, to Perkins street was surfaced early in the season, and opened to travel on June 1. On the same day Perkins street was closed for the purpose of lowering the grade of this street and also of Chestnut street. The change of grade of Perkins street involved cutting down the street at one point 13 feet. Both streets were widened at the same time to a minimum width of 45 feet. Chestnut street was closed on July 2, and was reopened on October 15. Perkins street was so far finished as to be opened to travel on December 20.

The drive from Tremont street to the entrance near Willow pond was not opened until November 18 on account of the delay caused by cutting through the ledge, which required the removal of 7,696 cubic yards of rock.

The Bridle-path and a large part of the walks have been finished.

An Aveling & Porter compound steam road roller was purchased in the spring for use on this park.

Plantations. — About 12 acres have been prepared for planting, of which about 3 acres have been planted.

Electric Lighting. — The electric lights were turned on for the first time June 29. There are 34 lamps and 14,500 feet of cable.

JAMAICA PARK.

Grading and Walls.—The work done by Saucier Bros., under their contract dated January 16, 1893, was completed on May 19, 1894, and there was paid them \$32,504.36. The work done under this contract was the grading of all that portion of the park on the easterly side of the pond, excepting Pine Bank, from Perkins street to Prince street, including the widening of Pond street and the excavation of a cove on the shore of the pond nearly opposite Eliot street; it also included the grading of the part of Arborway between Prince and Centre streets, so far as the excavated material on the work would allow, and the building of a slope wall 920 feet in length along the Pond-street shore.

The north-westerly shore of the pond has been graded, from a point opposite Chestnut street nearly to Prince street, with gravel excavated from Perkins street.

Retaining-walls of a total length of 960 feet have been built around the cove before mentioned.

A flight of steps has been built leading from Perkins street opposite Chestnut street to Pine Bank.

Drainage and Water-pipe. — The necessary catch-basins and drains for the easterly side of the park have been built.

The water-pipe leading to Franklin Park has been laid through the whole length of the parkway from Perkins street to Prince street.

Drives, Ride, and Walks.—The drive from Perkins street to Pond street was finished and opened to travel on June 1, and that along Pond street to Prince street was opened on June 16. The ride and the walks in this section of the park have all been surfaced, with the exception of the border walk between Perkins and Pond streets.

Plantations. — All of the areas to be planted have been graded and loamed in readiness for planting in the spring.

Electric Lighting. — Twelve lamps have been erected and 4,330 feet of cable laid. The lights were turned on on August 17.

Miscellaneous. — Work has been begun on the alteration of the dwelling-house at Pine Bank, under the direction of the City Architect, to adapt it for use as a refectory.

A new boat has been purchased for the use of the police.

The buildings on the Parkman estate have been removed, and the Ice Company buildings on Prince street are now being removed.

About 100 linear feet of seats for the use of skaters have been made. There has been skating on the pond 19 days during the year, and skating could have been enjoyed on many other days if funds had been available for caring for the ice. The police estimated the total attendance at 109,000.

ARBORWAY.

Grading. — The section between Prince and Centre streets was graded under the contract with Saucier Bros., already referred to. The section between Centre and South streets was partially graded under a contract with Andrew Carberry, dated November 1, 1893, at a cost of \$8,400.28. The balance of the grading was done by the department force, and by contractors for furnishing labor by the day.

Drainage and Water-pipes. — A culvert 6 feet × 6 feet in section and 163 feet in length was built across the Parkway on the line of the brook which drains the Arboretum meadow.

All of the catch-basins and drains required on the whole length of Arborway have been built, except those on the traffic road between Centre and South streets, and on the section between South and Washington streets.

The water-pipe for Franklin Park has been laid between Prince and Centre streets and between Washington and Forest Hills streets.

Drives, Ride, and Walks. — The main drive and the ride have been surfaced for the whole length, except between South and Washington streets, it being impracticable to do any work on this section until the work of raising the grade of the railroad has been completed.

The drive was opened to travel on October 7. But little work has been done on the surfacing of the walks. No surfacing has been done on the traffic roads.

Electric Lighting. — Twenty-two arc lamps have been placed on Arborway, and 8,152 feet of cable laid. These lamps were first lighted on August 17.

ARBORETUM.

The land near the junction of Centre and Walter streets has been cleared and graded, and the boundary wall is now being extended around it.

Surveys have been made of the land belonging to Harvard College lying south of Bussey street, with reference to the contemplated addition of it to the Arboretum.

WEST ROXBURY PARKWAY.

Preliminary surveys were made for three different lines of Parkway between the Main Park System and the Stony Brook Reservation. Accurate surveys for the laying out of the section from the Arboretum to Weld street were made, and also of that portion of the Parkway laid out by the Metropolitan Park Commission between Weld street and Anawan avenue. Topographical surveys are now being made of the whole length of this Parkway.

FRANKLIN PARK.

Forest Hills Entrance. — On April 23 a contract was made with Charles H. Dodge for building the bridge which is to carry the Parkway over the traffic road leading from Forest Hills street to the Morton-street entrance to Forest Hills cemetery. This bridge has been completed with the exception of the cleaning and pointing of the masonry. The bridge is 126 feet in length, at a right angle with the Parkway, and is a segmental arch of 45 feet span and 6

feet rise, the springing line being 12 feet above the grade of the road beneath. All face work is of seam face granite, except the coping and cap-stones, which are of red granite, and the interior of the arch. The ashlar is laid as three-headed work. dation and backing are of cement concrete. The soffit of the interior of the arch is of light-colored brick, while the remainder of the arch is of common brick, the arch being 2 feet 8 inches thick. A staircase connects the walk over the bridge with the walk along the traffic road beneath. The slopes of the banks are supported by retaining walls on the lines of the traffic road. Across the Parkway over the bridge the masonry piers for a gateway have been built. This gateway is to have three openings - one each for the drive, the ride, and the walk. The piers at the sides of the gateway are connected with the parapets of the bridge, so that the whole forms one structure. At one side of the gateway there is a recess with a drinking-fountain and seats. The contract price for the bridge is \$50,920.

The traffic road and the Parkway over the bridge are now being graded. The ledge at the junction of the Parkway with the Circuit drive is being removed, and the stone will be used for surfacing the Parkway. The drains and catch-basins are also being built.

Seaver Street. — The work of grading under the contract with H. P. Nawn, dated September 1, 1893, was completed on January 22, at a cost of \$34,023.58. Another contract was made with Mr. Nawn for the removal of a portion of the ledge near Blue Hill avenue, the stone to be carted to the stone-crusher on the park, and when crushed to be carted back to Seaver street. Under this contract there were removed 3,221 cubic yards of rock, at a cost of \$6,345.37.

The drive and walk within the lines of Seaver street, as laid out by the Street Commissioners, have all been surfaced, the surface drains and catch-basins built, and the water-pipe relaid. The street was opened to travel throughout its whole length on December 24.

The street has a width of 60 feet, divided into a driveway 40 feet wide, a tree space 10 feet wide, and a sidewalk 10 feet wide.

A portion of the walk on the park, parallel with Seaver street, remains to be surfaced; also the entrance road opposite Elm Hill avenue.

Ellicott House. — For the drainage of this building, it was necessary to build a sewer 2,260 feet in length, of 6-inch Akron pipe, through the park and Keyes street to Washington street. The grade being slight, a flush tank was built just outside the building, for flushing the sewer. The building is, as yet, provided with no method of lighting at night, and as no gas mains are near it will probably be necessary to use electricity.

Refectory. — This building is in process of erection under the direction of, and in accordance with, plans made by Messrs. Hartwell & Richardson, architects. The foundations are completed, and work is begun on the superstructure. The wall supporting the terrace in front of the building is being built of rustic masonry by the department force, and is nearly finished to the grade of the walk.

Water-supply. — It having been determined to obtain from Jamaica pond a supply of water for the ponds on Franklin Park, and for sprinkling the drives on the Parkway, pipes have been laid on a portion of the Parkway, as before described. Recently work has been begun on the construction of a reservoir on Hagborne hill, which will have a capacity of 883,000 gallons, with the surface of the water at grade 168 feet above city base. It is expected that this will furnish a week's supply in the driest weather. It is not intended to use the water for drinking.

Pigeons. — On April 21 a donation of 128 pigeons, including a great variety of the most popular kinds, was received from the estate of the late Edmund Quincy, through Dr. H. P. Quincy. They have been placed in a loft prepared for them in the upper part of the propagating house at the Nursery, where they have attracted a great deal of attention.

Electric Lighting. — Nineteen are lamps have been placed in the Playstead district and 16 on Seaver street. The lights were first used on September 22.

Miscellaneous. — The sheep now number 188, 73 having been sold in the fall.

Two buildings containing water-closets have been erected near the Columbia-street entrance to the park.

Scarboro' pond has been drawn down to its winter level, and the pond near Abbotswood has been filled, as heretofore, for skating; but owing to the proximity of the much larger and better place for skating at Franklin Field, these smaller areas have been but little resorted to this winter.

FRANKLIN FIELD.

The work of grading and seeding the meadow was finished in September. On November 26 the water from the brooks was turned on to the field, flooding it to a depth of about 18 inches in the lowest part. The first skating was on December 24, and since that date the field has been resorted to by great numbers of people whenever the ice was in good condition. There has been skating on 20 days, and the total number of visitors on those days, as estimated by the police, has been about 66,000.

DORCHESTER PARK.

A topographical survey of this park has been made. Two small buildings containing water-closets have been built.

DORCHESTERWAY.

The filling between Buttonwood street and the railroad being done under the contract with Collins & Ham, dated February 20, 1893, is still in progress.

The drive and walks south of the northerly line of Pond street, and those at the junction of the Parkway and Buttonwood street, have been finished.

STRANDWAY.

Filling. — A dump was opened in February for receiving material excavated from the land near the Institution for the Blind. During the year there have been delivered between I and N streets 67,118 cubic yards of filling, cart measurement, at 30 cents per cubic yard.

As the amount of dredging which should be done on the flats in front of the Strandway, between H and Q streets, is much

larger than the space to be filled, it will not be economy to purchase filling, except such as can be used for forming the beach, or as a top-covering for mud filling after the latter is in place.

Plans are nearly completed for grading the section of the Strandway east of H street.

MARINE PARK.

Pier. — That portion of the wooden pier between the refectory and the site of the new head-house has been removed, and a plank walk laid in its place.

Filling.—On July 27 a contract was made with William L. Miller for filling that portion of the park between the shore and the iron pier. This work is now in progress.

Drive and Walks.—The drive along the shore from the foot of Sixth street to the Castle-island bridge, and the entrance from Q street opposite Broadway, have been surfaced. The walk along the drive from Broadway to Sixth street has also been surfaced.

Drainage and Water-pipe. — Catch-basins and drains for draining the drive have been built. A water-pipe has been laid from Sixth street to the entrance to the pier and 2 hydrants set.

Electric Lighting.—Two thousand six hundred and eightythree feet of underground cable have been laid, and 4 are lamps erected on the portion of the park south of Broadway. The lamps were first lighted on September 5.

Building. — A building is being erected at the approach to the pier, under the direction of the City Architect. It is to contain a waiting room for the public, toilet rooms, a restaurant, and rooms for the police and workmen. In the rear of it there are to be 508 dressing rooms for bathers. It is expected that this building will be completed ready for use during the coming season.

Miscellaneous. — The old wharf, left by a former contractor, was repaired, and a shelter built on the outer end of it; this was intended for use in connection with the boating service.

A flagstaff was erected near the Farragut statue, and the flag was raised for the first time on Memorial day, with appropriate ceremonies by the Farragut Naval Veterans Association.

CASTLE ISLAND.

The only work done here during the year, beyond the care of the grounds and buildings, has been the placing of 15 electric are lamps.

As the location of these could be but temporary, overhead wires were run to them. They were first lighted on July 3.

WOOD ISLAND PARK.

Grading. — The work under the contract with O'Connor & White, dated October 2, 1893, was completed on December 8, at a cost of \$33,706.84. This work included all of the loam stripping and excavation required; the material excavated, however, was not sufficient to do all the filling needed; therefore, before the drives and a portion of the walks can be surfaced and the grounds fully made use of, additional filling will have to be obtained; this can be advantageously done by dredging from the flats within the park property.

Drainage and Water-pipes. — The sewers for draining the two buildings were completed on March 26, at a cost of \$1,921.30.

A water-pipe has been laid from Neptune road to supply the Field House and men's gymnastic ground, and 6 hydrants have been set, 4 of them being within the gymnastic ground.

Buildings. — The section of the bath house which was being built a year ago has been completed. This building, so far as built, contains a waiting room, a locker room, and a toilet room. It has been connected with the sewer, but has not as yet been supplied with water, as the grounds near it have not been graded.

The Field House has been finished. This building is for the use of men and boys only, although during the present skating season women and girls have been allowed to use a portion of it; this can be readily done in winter, as the locker room and small toilet room adjoining it are not otherwise in use when the gymnasium is not in operation.

The building is of one story, 130 feet long by 26 feet wide; there is a waiting room and toilet room for men and boys, a room for the superintendent of the gymnasium, a large dressing room

provided with 170 lockers for the convenience of those using the gymnasium, and a bath room, with shower and needle baths; there is also a boiler room, the building being warmed throughout by hot water.

The building is lighted by incandescent electric lights.

Both of these buildings were built under the direction of Messrs. Sturgis & Cabot, architects.

Gymnastic Ground. — On October 10 a contract was made with the Van Dorn Iron Company, of Cleveland, Ohio, for the erection of an iron fence around this ground, and for the frames for the gymnastic apparatus. The fence has been erected, and the frames are on the ground ready for erection as soon as the frost leaves the ground.

Skating. — The gymnasium and playgrounds have been flooded during the present winter and there has been skating on 25 days, the attendance, as estimated by the police, being about 88,000. The Field House has been opened on days when there was skating.

CHARLESTOWN HEIGHTS.

The building for the accommodation of the public has been finished and only needs lighting to be ready for use. This building is of two stories, with a cellar under a portion of it, which contains the heating apparatus. The first story contains toilet rooms for both sexes, a room for the person in charge, and rooms for the police and workmen. There is a tool-house adjoining the main building. The second story is an open shelter, a band stand being located on that portion towards Bunker Hill street.

The building was built under the direction of Messrs. Walker & Kimball, architects.

Four electric arc lights have been placed upon the grounds and 50 settees purchased.

CHARLESTOWN PLAYGROUND.

Nothing has been done at this ground during the year, except to supervise the dumping of ashes and earth.

A considerable area of the ground is now filled.

CHARLESBANK.

Men's Gymnasium. — During the winter months the grounds have been used for skating when the weather was favorable. The number of days on which there was skating was 22, and the average attendance on those days was 2,911.

The gymnasium was closed on March 1, and the apparatus and grounds put in thorough repair. It was reopened on May 18, and closed November 30. During the season it was open for gymnastic and athletic exercises on 155 days, with a total attendance of 160,596, or a daily average of 1,036, an increase of 175 over the previous year.

On account of the removal of the old building preparatory to the erection of a new one, the gymnasium was not open in December.

A new building is now being erected under the direction of ths City Architect, which will afford much larger accommodations and provide facilities for dressing, bathing, etc., which facilities are a necessity for the success of a gymnasium.

Only one accident occurred during the year: a boy was struck by the 16-pound shot, he having carelessly run across the ground reserved for shot-throwing; his ankle was broken. In the future it will be well to have the spaces, devoted to putting the shot, inclosed by fences.

Women's Gymnasium and Girls' Playground. — These were reopened on May 21, and closed on October 31. As in previous years, they were in charge of the Massachusetts Emergency and Hygiene Association, whose report to the Park Commissioners contains all matters of interest concerning the work.

The building at this ground having proved inadequate for the purpose for which it was designed, an addition is now being built which will double the accommodations and furnish facilities for bathing and dressing which have been wanting in the past. Walker & Kimball, architects, have charge of the work.

Miscellaneous. — The grounds other than the gymnasiums are in good condition, except that the promenade along the river has become worn and should be resurfaced.

PUBLIC PARK, NORTH END.

Early in the year the old buildings were removed, and on July 12 a contract was made with William L. Miller for the removal of the old wharves, etc. This work was finished on September 20, at a cost of \$3,400. Plans are now being prepared for the construction of that portion of the park between Charter and Commercial streets.

BRIGHTON PLAYGROUND.

A survey was made of this ground for the purpose of determining its area and boundaries.

The appended table shows the principal items of work completed to date on the several parks, so far as it is practicable to tabulate them.

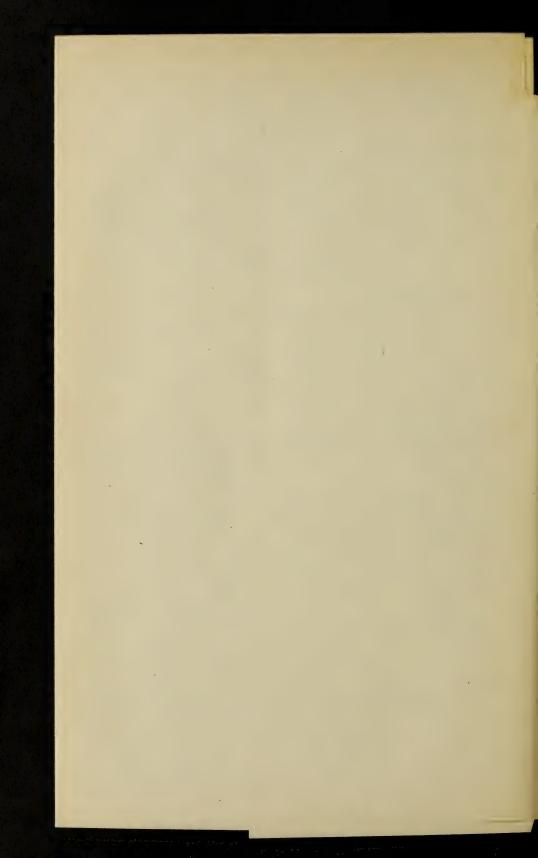
A large amount of other work has been done, which it is impossible to classify.

Respectfully submitted,

WILLIAM JACKSON,

City Engineer.

			MA	IN PARK SYST	EM.			Mari	NE PARK SYS	TEM.	(C)	Wood Island	Charlestown	Franklin	
	Fens.	Riverway.	Leverett Park.	Jamaica Park.	Arborway.	Arnold Arboretum.	Franklin Park.	Dorchester- way.	Marine Park.	Castle Island.	Charlesbank.	Park.	Charlestown Heights.	Field.	Totals.
Driveways completed {	87,600 sq. yds.		23,760 sq. yds.	13,244 sq. yds.					1						339,887 sq. yd
	4 miles.	1.2 miles.	1.2 miles.	0.7 mile.		2.1 miles.	7.5 miles.	0.2 mile	1		1, 400				18.7 mile
$\mathbf{W}_{\mathbf{alks}}$ completed	30,600 sq. yds.	12,900 sq. yds.		9,734 sq. yds.				1	. 2,694 sq. yds.		14,432 sq. yds.		4,041 sq. yds.		169,970 sq. yd
	3.4 miles.	1.5 miles. 17,500 sq. yds.	1.5 miles. 12,000 sq. yds.	1 mile. 9,861 sq. yds.			10,500 sq. yds.				1.5 miles.		0.4 mile.		23.9 mile
Ride completed	14,000 sq. yds.	1,2 miles.	0.9 mile.	9,501 sq. yds. 0.7 mile.			0.75 mile.								81,781 sq. yd
Gutters paved	1.1 mnes. 19,900 sq. yds.	5,836 sq. yds.	5,335 sq. yds.	3,485 sq. yds.					2,321 sq. yds.						5.85 mile 75,861 sq. yd
Curbstones set	32,945 lin. ft.	1,165 lin. ft.	2,028 lin. ft.	2,265 lin. ft.			9,630 lin. ft.		1 -				123 lin. ft.		50,351 lin.
Water-pipe, 12 in	10,026 lin. ft.	812 lin. ft.	· ·									1,332 lin. ft			12,370 lin.
" 10 in				523 lin. ft.	1,400 lin. ft.				844 lin. ft.						2,767 lin.
44 8 in	252 lin. ft.		1,020 lin. ft.	3,197 lin. ft.	1,550 lin. ft.				17 lin. ft.			1,179 lin. ft			7,215 lin.
" 6 in	137 lin. ft.		1,000 lin. ft.				4,135 lin. ft.		27 lin. ft.		50 lin. ft.	118 lin. ft	·,		5,467 lin.
" 4 in							1,578 lin. ft.					373 lin. ft			1,951 lin.
Hydrants	44		2 `				12		2		1	7			68
Drinking-fountains							Ð		1	2	5	1	1		19
Watering-trough for horses,							1						1		1
Brick drains, 4 ft. 6 in.					1,316 lin. ft.							1	· · · · · · ·		1,316 lin.
" " 2 ft. 9 in							706 lin. ft.								706 lin.
" 2 ft.×2 ft.6 in.							180 lin. ft.								180 lin.
" " 2 ft. 0 in						• • • • • • • •	859 lin. ft.							1,300 lin. ft.	2,159 lin.
Pipe drains, 18 in			312 lin. ft.			315 lin. ft.	3,540 lin. ft.					561 lin. ft			4,728 lin.
" " 15 in	778 lin. ft.			752 lin. ft.	243 lin. ft.		2,895 lin. ft.					196 lin. ft		977 lin. ft	6,139 lin.
" " 12 in	452 lin. ft.			350 lin. ft.	503 lin. ft.		2,023 lin. ft.	-				139 lin. ft		976 lin. ft	5,055 lin.
" " 10 in	829 lin. ft.		294 lin. ft.	474 lin. ft.	1,863 lin. ft.	İ	1 '		1			406 lin. ft		1,501 lin. ft	8,011 lin.
" " 8 in	6,832 lin. ft.	3,956 lin. ft.	i i	418 lin. ft.		l í	i i		. 1,373 lin. ft		1;469 lin. ft	2,581 lin. ft		245 lin. ft	. ,
" " 6 in	263 lin. ft.	332 lin. ft.			1,320 lin. ft.		2,515 lin. ft.			1			182 lin. ft.		4,612 lin.
							190 lin. ft.								190 lin.
Agricultural tile drains, 4 in.			240 lin. ft.				2,570 lin. ft.							185 lin. ft	
" " 3 in.						3,065 lin. ft.	i i						328 lin. ft.	1	6,913 lin.
" " 2 in.			• • • • • • •		D 40° 31- 44	2,353 lin. ft.	· '	1				3,109 lin. ft		6,969 lin. ft	
" " 1½ in.	0.78431 6	4 000 11 01	4.040.11 84	10047	3,425 lin. ft.	· ·			7 070 11 64		7 400 31 64	1,547 lin. ft		44,028 lin. ft	· ·
Total drains	9,154 lin. ft.	4,288 lin. ft.	4,948 lin. ft.	1,994 lin. ft.	10,056 lin. ft.	13,061 lin. ft.	84,753 lin. ft.	765 lin. ft	. 1,373 lin. ft.		1,469 lin. ft	8,539 lin. ft	. 1,317 lin. ft.	59,711 lin. ft	201,428 Hn.
Flush-tank	10	2	3	5		2	69	1			14	10	3	7	136
Manholes	107	59	41	18	30	63	186	a a	11		19	13	10	10	579
Open channel for brook		00		10			2,300 lin. ft.					1	10	3,530 lin. ft	
Electric-light cable	18,893 lin. ft.	7,433 lin. ft.	14,500 lin. ft.	4,330 lin. ft.	8,152 lin. ft.		13,865 lin. ft.		2,683 lin. ft.						69,856 lin.
Electric lights	51	20	53	12	22		35		10	33	13		· ·		253
Gateways							4						•		4
Bridges and culverts*	8	6	12		2	4	5		1 fron pier	. 1		1			40
Boundary wall						860 lin. ft.					2,228 lin. ft		512 lin. ft.		8,068 lin.
Buildings	1	3	1				ő		1		2	2	1		16
Flag-staffs							1		1						2
Area of ground finished	106 acres.	33 acres.	41 acres.	13.2 acres.	10.6 acres.	155 acres.	240 acres.	1.5 acres	. 15.4 acres		10 acres	2.4 acres	. 3.4 acres.	42 acres	773.5 acr
Flumes														2	2
Retaining-wall	688 lin. ft.	543 lin. ft.	2,343 lin. ft.	1,525 lin. ft.			3,173 lin. ft.								8,272 lin.
Slope-wall				1,171 sq. yds.											1,171 sq. y
Gate-chambers	1	1		1								3			6
Cinder track											{ 2,821 sq.yds.				2,821 sq. ye
											0.2 mile.				0.2 mi
Fence	8,750 lin. ft.										3,412 lin. ft	1,345 lin. ft.			13,507 lin.



REPORT OF THE COMMITTEE OF THE MASSACHU-SETTS EMERGENCY AND HYGIENE ASSOCIATION IN CHARGE OF THE WOMEN'S AND CHILDREN'S DIVISION AT CHARLESBANK.

Boston, November 18, 1894.

To the Park Commissioners:

Gentlemen: With increased pleasure do we again submit to you our report for the fourth year of our work at Charlesbank.

Never have the benefits of the Women's and Children's Division been so fully realized as this season, when the discipline of large numbers has been easy, because so many of the children, having acquired in previous summers the art of work and of obedience, this year became our self-constituted helpers.

Many of the older ones kept up at home during the winter some of the gymnastic movements, and returned to us in the spring for increased out-door practice. The affection of the children and girls for their instructors is so very evident that, if space allowed, a great deal could be said about the moral and refining influences of Charlesbank, where for nearly six months the same children are under the daily care of the same friendly teachers.

But it is in regard to health that we would this year place the emphasis in our report. Last summer occasionally a doctor would send to us a child needing special gymnastic treatment. This year we have had several such cases. Some girls came with a tendency to lateral curvature which was to be counteracted by certain gymnastics; others had weak lungs and required development of the chest; one or two were suffering from the effects of nervous prostration, which had induced paresis of the muscles of the right arm; two or three were troubled with stiffness in their joints and general ill-health; one had a slight displacement of the shoulder, and was unable to raise her arm to her head; two were losing the use of their arms in consequence of accidents which had happened to them.

Besides these special cases (all among persons who could not have afforded to go to a private gymnasium) we have had many girls and women who came to correct their general debility. In each case such marked improvement was soon perceptible that we attributed it not alone to the effect of gymnastics, but also to the fact that the exercises were practised out of doors. To many girls Miss McMartin gave exercises which were followed at home daily.

In addition to the classification of such cases, there was a still larger number of those who have been guided in exercise for three years at Charlesbank, whose growing vigor of frame and activity it is a pleasure to witness. We have now 300 girls who regularly wear gymnastic suits. As an indication of the greater frequency also of the hand-bath which the girls take in the dressing booths at the end of the gymnasium, after exercising, is the number of towels which were used in three months, 2,859.

In order, however, that the best results may be obtained from gymnastic treatment we need some simple anthropometric apparatus to test the physical conditions of the girls.

From the gymnastic point of view it is better to have a smaller number of pupils who shall be led through graded exercises to full condition of health than to have larger numbers exercising irregularly, merely because they enjoy such sport. Others again who come for a day experience such soreness and discomfort that they seldom return. It is difficult to know just where to forbid exercise on simple apparatus in a free public gymnasium, yet each year is justifying the wisdom of forbidding the use of many appliances until a pupil is prepared for them by previous training.

The class work this season has been more extensive and thorough than before. We have had classes for beginners and for advanced pupils, also for working girls who could only come Saturday afternoons, and for special pupils in twos or threes, who require peculiar guidance.

Besides the gymnasium proper our charge has also extended to the sand pens for little children, and to the grassy playground, where foot-ball was practised to some extent, but always under direction, while games of hand-ball, jumping ropes, hoops, and team-races were constantly going on. Miss Doyle has had classes every pleasant afternoon, when the children sewed, pasted, or folded papers, followed by games. She distributed three times more sewing cards this year than last; each child as the card was given her told what it represented and the color in which it should be worked. The general utility of this playground for health, morals, and happiness is immense.

In October there was an exhibition of gymnastics and kindergarten work, which showed what fine results had been obtained by persistent effort, when regular attendance could not be enforced.

For whatever measure of success has been obtained in kindly discipline, increased bodily strength, good times, and good manners, gratitude is rendered to Miss McMartin, the superintendent, and her assistants, Miss Mahoney and Miss Doyle, who have evinced great skill as teachers and friends. Miss E. A. Phelps, the visiting superintendent here and at the playgrounds in the school yards, gave large and constant help in many ways.

The possibilities of Charlesbank are constantly widening. Visitors as experts in gymnastics, and as philanthropists and curious observers, come in numbers to study our methods.

The attendance from May 15 to November 1 has been 145,392, a daily average of 887. The average age of those using the gymnasium has been between 14 and 15 years.

In closing our report we tender our sincere thanks to Mr. E. W. Howe, who has always been ready to aid us; to Mr. Murphy, the foreman; to those of the police force who have assisted us; and to many friends for books, papers, flowers, and worsteds.

Two of the committee have taken turns throughout the season in assuming the responsibilities of chairman, and have given freely of their time and thought to the various problems presented at Charlesbank.

Respectfully submitted,

KATE GANNETT WELLS, ELLEN M. TOWER, ANNA PHILLIPS WILLIAMS, MARGARET GIBBENS, D. A. SARGENT, CHARLES FRY,

Committee.

Public Parks. - Table of Appropriations.

Balance,	Merged, \$1,490 62	Merged, 7 37	Transferred to Back Bay, 1,700 00 Merged, 88 91		Merged, 232 03	Merged, Transferred to Arboretum, 1,000 00		Merged, 607 93 Transferred to Arboretum, 1,000 00	Transferred to Arboretum, 4,000 00
Amount expended.	\$5,409 38 5,000 00	2,992 63 2,992 63 25,000 00	16,000 00 4,300 00 25,000 00 1,911 09	1,700 00 5,000 00 120,000 00	214,000 00 4,767 97 1,000 00	202,000 00 4,950 53 4,000 00	600,000 00 300,000 00 200,000 00 100,000 00	50,000 00 60,000 00 200,000 00 4,392 07 5,000 00 15,000 00	
Object.	Dept. Expenses,		Land	Dept. Expenses, Construction	Dept. Expenses,	Dept. Expenses, Construction	Land	Construction Construction Construction	Land
Amount.	priation,	Loan, 450,000 00 Appropriation, 3,000 00	25,000 00 25,000 00 2,000 00	1,700 5,000 120,000	214,000 5,000 1,000	200 000	Loan, 600,000 00 44 300,000 00 44 200,000 00 44 100,000 00	Appropriation, 200,000 00 60,000 00 00 00 00 00 00 00 00 00 00 00 0	5,000 00 6 5,000 00 120,000 00
Special statutes.		Chap. 185, Acts 1875		Transferred from Fark Department			Chap, 185, Acts 1875 .	2 2	Ohap. 185, Acts 1875. Loun,
Date.	Oct. 5, 1875, May 1, 1876,	July 23, 1877, Dec. 24, 1877, Feb. 12, 1878,	Apr. 16, 1878, July 3, 1878,	Apr. 29, 1879,	10, 1880, 10, 1880, 10, 1880,	6, 1881, 6, 6, 1881, 6, 1881,	Dec. 16, 1881, 4, 24, 1881, 4, 24, 1881, 4, 24, 1881,	Apr. 29, 1881, 6, 28, 1881, 6, 20, 1882, 6, 6, 1883, 6, 6, 1883, 6, 6, 1883,	66, 1883, 66, 1883, 61, 17, 1883,
NAME.		Fublic Fark, Back Bay Park Department	k Department iic Park, Back Bay	: ::	Park Department Park Nursery	Fublic Fark, back Bay Park Department			West Roxbury Park (Franklin Park)

	Transferred to Arboretum, 8,000 00		Transferred to City Account, 27 43	Transferred to Sinking-Fund, 67 29 Transf'red to Sinking-Fund, 118 55	
3,000 000 1,000 00 4,000 00 1,000 00 1,000 00		45,000 00 15,000 00 10,000 00 5,000 00 5,000 00 10,000 00 10,000 00 10,000 00 10,000 00 10,000 00 10,000 00		7,500 6,500 5,000 4,000 15,932 54,886 45	2,500,000 00 6,500 00 5,000 00
3,000 00 Construction		Construction	Land Construction		Construction Dept. Expenses,
	25,000 25,000 26,000 26,000 26,000 26,000 26,000	4, 4, 4, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6, 6,	13,000 00	6,500 00 4,000 00 4,000 00 16,000 00 55,000 00	2,500,000 00
Appropriation,	Loan, Appropriation, " " " " " " "	: : : : : : : : : : : : : : : : : : : :	Loan,	Appropriation, Loan,	Appropriation,
Transfer'd from Wood Island Park Transfe'd from Muddy River Improvement Transfer'd from Park Nursery	ਰ	Koxbury Park	C.	Chap. 185, Acts 1875	Chap. 304, Acts 1886 .
June 21, 1883, Jan. 1, 1884, (1, 1884, (1, 1884,	Apr. 30, 1884, (30, 1884, (30, 1884, (40, 30, 1884, (40, 30, 1884, (40, 30, 1884, (40, 30, 1884, (40, 30, 1884, (40, 30, 1884,	Apr. 30, 1885, 6, 20, 1885, 6, 30, 1885, 6, 30, 1885, 6, 30, 1885, 6, 30, 1885, 9, 1885, 8, 29, 1885, 8, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20	1007.14, 1089, (1 14, 1885, (2 20, 1885, (1 14, 1885, Dec. 28, 1885,	May 6, 1886, 6, 1886, Apr. 24, 1886, June 12, 1886, Oct. 22, 1886, Jan. 4, Feb.	1887 Apr. 30, 1887,
	Park) Park Carackin Park) Public Park, Back Bay Charles Kiver Embankment Wood Island Park West Roxbury Park (Franklin Park) Marine Park Arnold Arboretum Park Department Arnold Arboretum		Fark Nursery Charles River Embankment Marine Park Marine Park Tublic Park, Back Bay	Park Department	Park Department

Public Parks. - Table of Appropriations. - Concluded.

		100	
ce.	\$34 56 30 55		150,436 56
Balance.	Merged,		Balance, Balance,
Amount expended.	\$14,965 44 400,000 6,500 00 20,000 00 7,500 00 7,500 00 8,969 45 8,969 00 600,000 00	20,000 00 2,836 52 56,500 00 14,000 00 2,869 02 60,000 00 8,500,000 00 60,000 00 5,000 00	8,000 00 3,626 07 80,000 00 20,000 00 6,431 80 . 199,563 44 Balance, 21,114 83 Balance, 500,000 00
Object.	Maintenance	20,000 00 "	8,000 tu ". " 3,526 07 ". " 20,000 00 ". " 20,000 00 Land and Cons., 25,000 00 Land
Amount.	Appropriation, \$15,000 00 Loan, 400,000 00 Appropriation, 6,500 00 6,000 00 7,500 00 7,500 00 6,000 00 6,000 00 1,500 00 1,500 00 1,500 00	opriation, 2 opriation, style all all all all all all all all all a	8,000 00 3,628 07 3,000 00 20,000 00 4,331 80 4,910 25,000 00 6,431 80 6,431 80 4,000 00 6,431 80 7,000 00 6,431 80 7,000 00 7,000 00 6,431 80
Special statutes.	Chap. 312, Acts 1887	Transferred by City Auditor Chap. 271 and 444, Acts 1890 Chap. 271 and 444, Acts 1890 Chap. 185, Acts 1875 Transferred from sale of city property Chap. 301, Acts 1891 Transferred from Reserved from Reserved from Reserved	Mayorand Commit- toe on Finance Transferred by City Auditor Transferred by City Auditor Transferred by City Auditor Chap. 282, Acts 1893
Date.	Apr. 30, 1887, 4, 1887, 4, 2, 1888, 4, 2, 1888, 4, 2, 1888, 4, 29, 1889, 4, 29, 1889, 4, 29, 1889, 4, 29, 1889, 4, 11, 1890, 11, 1890,		June 9, 1892, Jan. 31, 1893, Dec. 6, 1893, Jan. 31, 1894, Jan. 31, 1893, July 10, 1893, Feb. 1, 1994,
NAME.	Park Maintenance Public Park Jands Park Department Park Nursery Park Maintenance Rark Department Park Maintenance Rark Maintenance Park Maintenance Park Maintenance Park Maintenance Park Maintenance Public Park Jands	Park Maintenance	7 olic Parl ystead,

	101		
Belance, 768,876 38	\$941,647 82	\$941,647 82	Expenditures, as above
50,000 00 100,000 00 7,000 00 231,123 62 5,000 00 3,898 61	\$12,770,014 20	\$12,836,822 98	y Auditor's Acc NOTE. e total cost of la r's table and tha 3 drawn by this
Street Improv'te, Maintenance Land and Cons., Maintenance			Expenditures, as above
Appropriation, 50,000 00 Street Improv'te, 100,000 60 Maintenance	\$13,711,662 02 1,772 28 13,896 08 12,999 80 15,900 93 7,415 54 3,950 06 4,421 12 6,452 97	\$13,778,470 80	я д
Public Parks Feb. 1, 1894, Transferred from Crushed Stone Appropriate of the Crushed Stone Ap	Income appropriated to Maintenance by City Council order approved December 18, 1883 Income appropriated to Maintenance by City Council order approved December 18, 1883 Income appropriated to Maintenance by City Council order approved December 18, 1883 Income appropriated to Maintenance by City Council orders approved December 18, 1883 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886		Summary. \$4,529,600 00

Park Statistics to January 31, 1895.

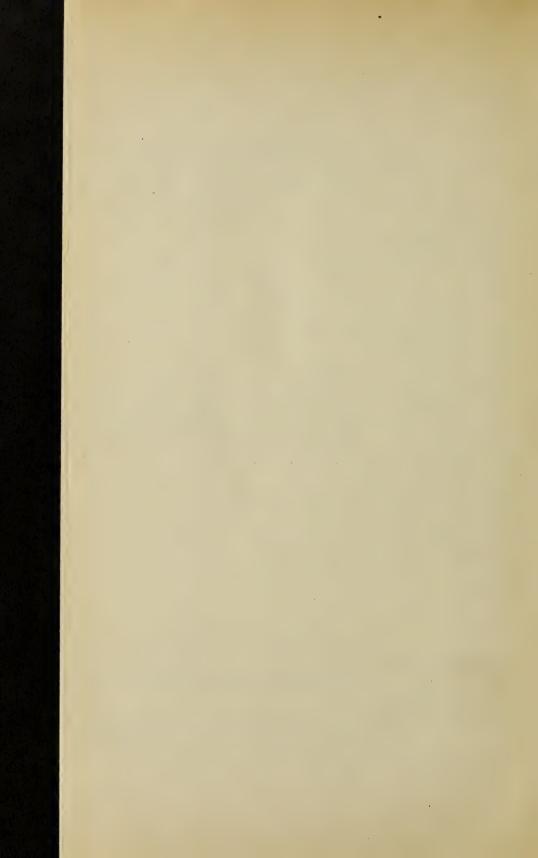
A THE PARTY OF THE		Coem no Dame	Dame				The same of the sa		
PARKS.	Year of	7 1800	L'ALE.	Total.	Area.	Length of	Length of	Length of	Area of Ponds and
	raking.	Land.	Construction.			Driveways.	Walks.	Kides.	Rivers.
MAIN PARK SYSTEM:	1004		000000	000 004		00			
*Fens	1879	\$596,254 49	2,025,654 57	2,621,909 06	115 "	2.0 miles	6.7 ".	1.1 miles.	28 acres.
Riverway	1890	452,457 53	532,630 26	985,087 79		1.4 "	2.8 *	1.2 "	00
Theverett Fark	1890 and 1892.	645,862,69	316,508 75	575,524 92		5 5	4.00.00	0.9 mile	14 66 64 5 66
Arborway.	1892	131,507 08	173,761 75	305,268 83		3.4 "	1.25	ᇁ	
West Rowhing Douberrog	1892	74,043 38	227,564 01		155 66	2.1 66	4.2		0.6 acre.
*Franklin Park	1883 and 1884.	1,551,196 63			527 "	10.0	19.1 "	2.5 "	7.4 acres.
MARINE PARK SYSTEM: Dorchesterway	1892	59,887 89	45,165 14	105,053 03	, ,	0.75 mile .	1.6 "		
Strandway	1890 and 1892.	356,830 97	22,135 00	378,965 97	20 " land }	1.7 miles.	3,1 "		
*Marine Park	1883	232,972 57	871,935 92	1,104,908 49	(32 " land)	0.9 mile	2.6 "		4.4 66
Castle Island	1890	•	31,960 83	31,960 83	(20) Haus)	0,4 "	1.6 "		
*CHARLESBANK	1883	373,916 99	282,208 12	656,125 11	2 3		1.5 "		
*WOOD ISLAND PARK	1882 and 1891	132,800 00	189,006 02	321,806 02	{ 46 land { 165 flats {	1.1 miles .	2.9 "		
*CHARLESTOWN HEIGHTS .	1891	50,538 02	88,107 35	138,645 37	} 4 " land }		0.4 mile.		
*CHARLESTOWN PLAY- {	1891	172,923 31	5,720 48	178,643 79	11 " land 4 " Aafs (.	•	. ,, 6.0		
PUBLIC PARK, NORTH END .	1893	194,407 64	5,155 80	199,563 44	4 " land ?		0.43 "		
DORCHESTER PARK.	1891	31,401 13	2,789 37	34,190 50	33				
*PLAYSTEAD, No. BRIGHTON		21,479 83	03,879 93	21,479 83	: : : :				
						The second secon			
General account		\$5,471,424 62	\$6,720,564 26	\$12,191,988 88 73,987,50					
Park Nursery			29,947 07 13,356 10	29,947 07 13,356 10					
			& 60 TOT 054 00	72 070 000 OTA	7000	100	1000	1	
			\$0,001,804 93	\$12,309,279 55	2,094 acres.	35.35 miles.	35.35 miles. 62.21 miles. 7.8 miles.	7.8 miles.	126.9 acres.
	The state of the s	To a to a second or construct the second or construct to a second or co	The second secon	And the second s		-			

* The land in these parks has been paid for in full.

† An additional area of 34 acres is within the limits of the town of Brookline.

Of the above total lengths of Driveways, Walks, and Rides, there have been completed to date, respectively, 20.4 miles, 27.8 miles, and 5.8 miles. The difference between the total cost of land and construction, as given in the Auditor's statement and that given above, or \$38.55, is accounted for by drafts drawn and not paid amounting to \$7,322.13, and by the Auditor's maintenance account being \$7,135.58 less than the maintenance account of this department.





INDENTURE BETWEEN THE COMMONWEALTH AND THE CITY TRANSFERRING TO THE LATTER THE CARE, CONTROL, AND CUSTODY OF THAT PART OF THE WEST ROXBURY PARKWAY TAKEN BY THE METROPOLITAN PARK COMMISSION.

Whereas the Commonwealth of Massachusetts, through its Board of Metropolitan Park Commissioners, created by act of the Legislature of said Commonwealth, Acts of 1893, Chapter 407, has taken land and rights in land, for the West Roxbury Parkway, so called (being a tract of land on Bellevue Hill, so called, bounded in part by Washington and LaGrange streets, with an approach or roadway leading southerly from Weld street), lying wholly in the City of Boston and County of Suffolk and said Commonwealth, said lands being particularly described in three takings made by said Metropolitan Park Commission, one dated April 30, 1894, and two dated November 30, 1894, accompanied by official plans of said commissioners, numbered respectively 12, 13, and 16, all duly recorded with Suffolk Deeds, reference to which or to the records thereof is hereby made for more particular description; and

Whereas, Said Metropolitan Park Commission deems it advisable and expedient to transfer the care and control of the open space constituting said parkway to the Board of Park Commissioners of the City of Boston aforesaid, at the request of said Boston Park Commissioners, with the consent and approval of said City of Boston, duly obtained and evidenced by instruments hereunto annexed, reference to which is hereby made:

Now, therefore, this indenture, made this twentieth day of December, A.D. 1894, between the Board of Metropolitan Park Commissioners above named, of the first part, and the Board of Park Commissioners of said City of Boston, of the second part.

Witnesseth, That in consideration of the premises, said party

of the first part doth hereby, under and by virtue and in pursuance of the power and authority upon it conferred by said act of the Legislature, and of every other power and authority hereto enabling, and in further consideration of one cent to it paid by said Board of Park Commissioners of the City of Boston, transfer, assign, and set over unto the said Board of Park Commissioners of the City of Boston, and their successors for the time being, the care, control, and custody of all the lands and rights in land hereinbefore mentioned or referred to.

To have and to hold the same for the term of nine hundred and ninety-nine years from the first day of December, A.D. 1894, free of rent or compensation, but without expense of any kind to said party of the first part.

And the said Board of Park Commissioners of said City of Boston doth hereby, in consideration of all the above-made recitals and facts and the transfer herein made, accept the care, custody, and control of the lands and rights in land above described or referred to, upon the terms and for the uses and purposes above prescribed.

In witness whereof, we the undersigned Board of Metropolitan Park Commissioners, and we the undersigned Board of Park Commissioners of the City of Boston, all duly authorized as aforesaid, but in no event incurring any personal liability by reason of the execution of this indenture, have hereunto interchangeably set our hands and seals, this twentieth day of December, A.D. 1894.

METROPOLITAN PARK COMMISSION,

CHARLES FRANCIS ADAMS, Chairman.	(Seal.)
PHILIP A. CHASE.	(Seal.)
WILLIAM B. DE LAS CASAS.	(Seal.)
A. L. RICHARDS.	(Seal.)

BOARD OF PARK COMMISSIONERS OF THE CITY OF BOSTON,

CHARLES F. SPRAGUE	c, Chairman.	(Seal.)
FRANCIS A. WALKER	•	(Seal.)
JOHN F. ANDREW.		(Seal.)

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

DECEMBER 20, 1894.

Then personally appeared the above-named Charles Francis Adams and acknowledged the foregoing instrument to be his free act and deed.

Before me,

Herbert S. Carruth,

Justice of the Peace.

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

[STAT. 1894. — CHAP. 288.]

AN ACT TO AUTHORIZE THE METROPOLITAN PARK COMMISSION TO CONSTRUCT ROADWAYS AND BOULEVARDS.

Section 1. The board of metropolitan park commissioners constituted under the authority of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, is hereby authorized to connect any road, park, way or other public open space with any part of the cities or towns of the metropolitan parks district under its jurisdiction, by a suitable roadway or boulevard, and for this purpose to exercise any of the rights and powers granted to said board by said act, in the manner prescribed by said act, and also to take or acquire in fee or otherwise, in the name and for the benefit of the Commonwealth, by purchase, gift, devise or eminent domain, any lands or rights or easements or interest in land within said district, although the land so taken or any part thereof be already a street or way, and to construct and maintain along, across, upon or over the same or any other land acquired by said board by said act, a suitable roadway or boulevard; provided, however, that the concurrence of the board of aldermen in the city of Boston for the county of Suffolk, or the concurrence of each other county or city or town outside of said county of Suffolk, wherein any portion of any street, wav, land or rights in land is taken by right of eminent domain be obtained, to the taking of said portion by vote of its county commissioners, city government or board of selectmen respectively.

SECT. 2. Said board shall have the same authority to determine the value of, and assess upon real estate the amount of betterments accruing to, said real estate by the locating and laying out of any roadway or boulevard herein authorized, as is conferred by chapter fifty-one of the Public Statutes upon boards

of city or town officers authorized to lay out streets or ways, and the provisions of the first eight sections of said chapter, relating to ways, shall apply to such assessments by said board; provided, however, that no assessment shall be made upon any real estate except such as abuts upon the street from the laying out of which the betterment accrues; and provided, further, that no betterment or damages shall be assessed upon or paid to any city or town under this act.

SECT. 3. In furtherance of the powers herein granted said board may appoint clerks, police and such other employees as it may from time to time find necessary for the purposes of this act, remove the same at pleasure, and make rules and regulations for the government and use of the roadways or boulevards under its care, breaches whereof shall be breaches of the peace, punishable as such in any court having jurisdiction of the same; and in addition said board shall have the same rights and powers over and in regard to the roadways or boulevards taken and constructed hereunder as are or may be vested in them in regard to other open spaces by said chapter four hundred and seven and acts in amendment thereof and in addition thereto, and shall also have such rights and powers in regard to the same as, in general, counties, cities and towns have over public ways under their control; provided, however, that nothing in this act contained shall be taken or held to affect or abridge the right of any city or town lying within said district to pursue and apprehend, as it lawfully may from time to time, any person or persons who commit within the limit of said city or town any breach of any statute, ordinance or The liability arising out of any defect or want regulation. of repair in any roadway or boulevard maintained by said metropolitan park commission under this act, and the rights and remedies thereto appertaining, shall be in all respect the same as those provided by law in relation to the repairs of public ways and bridges, in chapter fifty-two of the Public Statutes and any acts passed from time to time in addition thereto or amendment thereof. Actions seeking to enforce such rights and remedies shall be brought against the commissioners as such, but there shall never be any personal liability on the part of them

or any of them to any person injured as aforesaid by reason of such defect or want of repair. Notices required to be served upon the defendant in proceedings hereunder shall be served upon the chairman of the board or its secretary. covered against said commission under the foregoing provisions, together with any costs of suit and counsel fees, expenses and interest, shall be taken and held to be expenses of care and main enance, within the intent and meaning of this act as hereinafter expressed and provided for. Said board may maintain in repair and lease buildings, together with land appurtenant thereto, upon any portion of the property at any time taken or acquired by it; and also may erect, maintain in repair and lease such buildings, with land appurtenant thereto, upon any property at any time under its control, as may fairly be necessary to serve the public uses for which such property is held. Said board shall have suitable office accommodations for its purposes, and shall keep the plans, documents, records and accounts of its doings at such office, and each year shall include a report of the same, with a full statement of receipts and disbursements hereunder in the report required by said chapter four hundred and seven.

SECT. 4. The board of aldermen of said city of Boston for the county of Suffolk, and all other counties lying partly within said district by vote of their county commissioners, the cities within said district by vote of their city governments, and the towns within said district by vote of their selectmen, are hereby respectively authorized and empowered to concur in any taking by said board, and thereby to transfer their rights in any streets or lands taken thereunder.

SECT. 5. Said board shall estimate and determine as near as may be all damages sustained by any person or corporation by the taking of land, or any right therein under this act; but any one aggrieved by such determination of the board may have such damages assessed by a jury of the superior court in the same manner as is provided by law with respect to damages sustained by reason of the laying out of ways. If upon trial damages are increased beyond the award of the board the aggrieved party shall recover costs, otherwise such party shall pay costs; and costs

shall be taxed as in civil cases; but no suit for such damages shall be brought after the expiration of two years from the date of the recording of the taking, as required by the following section.

SECT. 6. Within sixty days after any street, way, land or right therein is acquired or taken under this act, the board shall file and cause to be recorded in the proper registry of deeds, a description thereof sufficiently accurate for its identification, with a statement of the purpose for which the same is acquired or taken, which description shall be signed by a majority of said board.

SECT. 7. To meet the expenses of taking and constructing said roadways or boulevards herein provided for, the treasurer and receiver general shall, with the approval of the governor and council, issue scrip or certificates of debt in the name of the Commonwealth and under its seal, to an amount not exceeding five hundred thousand dollars, for a term not exceeding forty Such scrip or certificates of debt shall be registered as bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as Metropolitan Parks Loan, Series 2; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified therein, in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the rate above-specified, as the governor and council shall deem best. The treasurer and receiver general shall on issuing any of said scrip or certificates of debt establish a sinking fund and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on this loan as it accrues.

SECT. 8. The commissioners required to be appointed by sec-

tion eight of said chapter four hundred and seven shall also, in the manner therein required, determine the proportion in which each of the cities and towns of the said district shall annually pay money into the treasury of the Commonwealth, during each of the five years next following the first issue of said scrip or certificates of debt, to meet one half the interest and sinking fund requirements for each of said years, as estimated by the Treasurer of the Commonwealth, and one half the expense of care and maintenance, and one half of the office and running expenses of said board occasioned by this act, as estimated by said board and certified to said treasurer, and one half of any deficiency in the amount previously paid in, and shall then return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. Before the expiration of said term of five years, and every five years thereafter, the commissioners then appointed under said section eight of said act shall, in the manner directed in said act, determine the proportion in which each of the cities and towns of said district shall annually pay money into the treasury of the Commonwealth as aforesaid, for the ensuing term of five years, and shall return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. The remaining one half of all said annual expenses shall be paid by the Commonwealth.

SECT. 9. The metropolitan park commission shall annually estimate the expenses of preservation and necessary care of said public reservations for the ensuing year, and the proportion of office and running expenses occasioned by the passage of this act, and certify the same to the treasurer, who shall apportion said expenses in the manner provided in the following section.

SECT. 10. The amount of money required each year from each city and town of the metropolitan parks district, to meet the interest, sinking-fund requirement, and expenses aforesaid for each year, and deficiency, if any, shall be estimated by the treasurer

of the Commonwealth in accordance with the proportion determined as aforesaid, and shall be included in and made a part of the sum charged to such city or town and be assessed upon it in the apportionment and assessment of its annual state tax; and said treasurer shall in each year notify each city and town of the amount of such assessment, and the same shall be paid by the city or town into the treasury of the Commonwealth at the time required for the payment and as a part of its state tax. The amount of money required each year to meet the remaining one half of the interest, sinking fund requirement and expenses aforesaid for each year, and deficiency, if any, shall be included in and made a part of the annual state tax levy.

SECT. 11. The supreme judicial court shall have jurisdiction in equity to enforce the provisions of this act, and shall fix and determine the compensation of all commissioners appointed by said court, whether under the provisions hereof or of said chapter four hundred and seven.

Sect. 12. This act shall take effect upon its passage.

[Approved April 21, 1894.]

[STAT. 1894 — CHAP. 396.]

AN ACT TO AUTHORIZE THE CITY OF BOSTON TO INCUR IN-DEBTEDNESS BEYOND THE LIMIT FIXED BY LAW, FOR PARK PURPOSES.

Section 1. The city treasurer of the city of Boston, to pay the expenses of construction of the public parks of said city, including the payments for land, shall from time to time, as specified in requests of the board of park commissioners of said city, approved by the mayor, issue notes, bonds or scrip of said city, but the total amount so issued shall not exceed one million dollars. Said notes, bonds or scrip shall be made payable in thirty years from their date, and bear interest payable semi-annually at a rate not exceeding four per cent. per annum, to be fixed by said treasurer with the approval of said mayor.

SECT. 2. Said treasurer shall sell said notes, bonds or scrip so issued and retain the proceeds thereof in the treasury of the city, and pay therefrom the expenses aforesaid, as they may hereafter be contracted by said board; provided, however, that he shall pay over to the board of commissioners of sinking funds of said city any premiums received in the sale of said notes, bonds or scrip; and said board of commissioners of sinking funds shall place all amounts so paid by said treasurer in the sinking fund for the payment of the loan hereby authorized.

SECT. 3. The debts and loans authorized by this act shall not be included in determining the limit of indebtedness fixed for said city, and the notes, bonds or scrip shall not be issued until after the first day of January in the year eighteen hundred and ninety-five.

SECT. 4. This act shall take effect upon its acceptance by the city of Boston.

[Approved May 17, 1894.]

[STAT. 1894 — CHAP. 483.]

AN ACT TO AUTHORIZE THE COMMONWEALTH TO ACQUIRE THE LOCATION IN PART OF THE BOSTON, REVERE BEACH & LYNN RAILROAD, AND TO AUTHORIZE A RELOCATION IN PART OF SAID RAILROAD.

Section 1. The metropolitan park commission created by chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three is hereby further authorized and empowered, to the full extent of the Commonwealth's power of eminent domain, to take and acquire in the name and for the benefit of the Commonwealth, by the exercise hereunder of any of the powers named in said act and in the manner therein prescribed, all the right, title and interest of the public or any corporation or individual in, to or concerning any of the land, flats, or beach in the town of Revere lying along, upon or near, and including so much of, the present location and railroad of the Boston, Revere Beach & Lynn Railroad Company, as said board

may deem best, and to hold, maintain, and care for the same as a park or public open space for exercise and recreation, in the manner prescribed in said act: provided, however, that said board shall not interfere with the operation of said railroad during a period of twelve months from the time of taking or acquiring any portion thereof.

SECT. 2. The damages sustained by said railroad company or by any other corporation or individual by reason of any taking or acquisition hereunder by said board, shall be estimated, determined, assessed and recovered in the manner provided in section seven of said chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three.

SECT. 3. Said board may erect, maintain in repair or lease such buildings, with land appurtenant thereto, as they may deem necessary, upon any property at any time lawfully held or controlled by them under the provisions of this act.

Sect. 4. Section nine of said chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three is hereby amended by inserting in the second line, after the word "act," the words: - and all other acts in amendment hereof and in addition hereto, — and by inserting in the sixth line, after the word "million," the words: — five hundred thousand, — so as to read as follows: - Section 9. To meet the expenses incurred under the provisions of this act and all other acts in amendment hereof and in addition hereto, the treasurer and receiver general shall, with the approval of the governor and council, issue scrip or certificates of debt in the name and behalf of the Commonwealth and under its seal, to an amount not exceeding one million five hundred thousand dollars, for a term not exceeding forty years. scrip or certificates of debt shall be issued as registered bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable semi-annually on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as the Metropolitan Parks Loan; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified

therein in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the rate above-specified, as the governor and council shall deem best. The treasurer and receiver general shall, on issuing any of said scrip or certificates of debt, establish a sinking-fund, and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on said loan as it accrues.

SECT. 5. After such taking or acquisition of its lands, railroad or location hereunder, said railroad company may, in accordance with the provisions of chapter one hundred and twelve of the Public Statutes and of all general laws then in force relating to the fixing of the route of railroads, the laying out of the same and the taking of lands and the payments of damages therefor, take a new location and necessary land and rights in land within the town of Revere, and construct, maintain and operate a new line of railroad outside of the lands taken or acquired by said board, in place of the portion of the location and railroad taken or acquired as aforesaid.

SECT. 6. This act shall take effect upon its passage.

[Approved June 16, 1894.]

[STAT. 1894 — CHAP. 509.]

AN ACT TO AUTHORIZE THE METROPOLITAN PARK COM-MISSION TO EXPEND A SUM OF MONEY IN ADDITION TO THE AMOUNTS HERETOFORE AUTHORIZED, FOR OPEN SPACES ALONG OR NEAR THE CHARLES RIVER.

Section 1. The metropolitan park commission, for the purpose of acquiring and making available, under chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, open spaces for exercise and recreation along or near the Charles river, from the Essex street bridge, so-called, at

Cottage Farms, towards the source of the river, may expend the sum of three hundred thousand dollars in addition to any and all sums hitherto authorized to be expended by them by said act and by all acts in addition thereto or in amendment thereof; and to meet the expenses incurred hereunder, the treasurer and receiver general shall issue a corresponding amount of scrip or certificates of indebtedness as an addition to the Metropolitan Parks Loan, and establish a sinking fund to provide for the same; said scrip or certificates of indebtedness to be issued and said sinking fund to be established, assessed and collected in accordance with the provisions of sections nine, ten, eleven and twelve of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, as far as applicable hereto.

Sect. 2. Said act is hereby amended by striking out section eleven and inserting in place thereof the following:—Section 11. The metropolitan park commission shall annually estimate and certify to the auditor the expenses of preservation and necessary care of said public open spaces for the ensuing year, which expenses shall be apportioned by the treasurer and receiver general in the manner provided in the following section.

[Approved June 22, 1894.]

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

YEAR. Chapter.

- 1866. 247. An Act to authorize the Erection of a Sea-wall, and the filling of certain flats in Charles river, to abate a nuisance.
- *1870. 283. An Act for the Laying out of one or more Public Parks in or near the City of Boston.
- †1875. 185. An Act for the Laying out of Public Parks in or near the City of Boston.
- 1880. 144. An Act to authorize the connection of the Arnold Arboretum with the System of Parks of the City of Boston.
- 1881. 92. An Act in addition to an Act for the Laying out of Public Parks in or near the City of Boston.

 [Charles-river Embankment.]
- 1881. 197. An Act to authorize the Construction of the Charles-river promenade.
- 1882. 168. An Act to authorize the City of Boston to Issue a Public Park Loan.
- 1884. 226. An Act in relation to betterments for Locating,
 Laying out, and Constructing Streets, Ways,
 and Public Parks.
- 1884. 237. An Act in relation to assessments for Public Improvements.
- 1885. 299. An Act requiring notice of assessments of betterments to be given to the party to be charged thereby.
- 1885. 360. An Act in further addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Marine Park.]

^{*} This Act was to take effect when accepted by two-thirds of the legal voters voting thereon at the State election. The vote in favor was 9,233; against, 5,916. The Act consequently was rejected.

[†] This Act was accepted by a majority of the legal voters voting thereon, June 9, 1875. Yeas, 3,706; Nays, 2,311.

- YEAR. Chapter.
- 1886. 65. An Act extending the time for the completion of the Public Park in the City of Boston known as the Charles-river Embankment.
- 1886. 134. An Act to change a portion of the line of the Seawall of the Public Park in the City of Boston, known as the Charles-river Embankment.
- 1886. 304. An Act to authorize a Loan for the construction of Public Parks in or near the City of Boston.
- 1887. 312. An Act to authorize a Loan for the payment for lands heretofore acquired for Public Parks in or near the City of Boston.
- 1887. 427. An Act to enlarge the area for the proposed Marine Park of the City of Boston between South Boston and Castle Island.
- 1888. 376. An Act to authorize the City of Boston to refund a portion of the money paid as betterments for the Marine Park in said City.
- 1888. 392. An Act to enable the City of Boston, for the purpose of obtaining lands for its Public Parks, to incur indebtedness outside of the limit fixed by law.
- 1889. 129. An Act relating to buildings in the Public Parks of the City of Boston.
- 1889. 438. An Act to authorize the enlargement of the proposed Marine Park in the City of Boston.
- 1890. 271. An Act to authorize the City of Boston to incur indebtedness outside of its debt limit, to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.
- 1890. 339. An Act changing the boundary between the City of Boston and the Town of Brookline.
- 1890. 444. An Act to amend an Act authorizing the City of
 Boston to incur indebtedness outside of its debt
 limit to procure and construct one or more
 Public Parks in the Charlestown District of the
 City of Boston.

YEAR. Chapter.

- 1891. 301. An Act to authorize the City of Boston to incur a debt for Park purposes beyond the limit fixed by law.
- 1891. 344. An Act to authorize the City of Boston to construct a Sea-wall and extend the Charles-river Embankment.
- 1891. 390. An Act to provide for the appointment of the Charles-river Improvement Commission.
- 1892. 371. An Act to authorize the City of Boston to take
 Jamaica Pond and Ward's Pond for a Public
 Park.
- 1893. 126. An Act in relation to raising the grade and changing the location of the Providence Division of the Old Colony Railroad in the City of Boston.
- 1893. 211. An Act in relation to the issue of bonds and certificates for Park purposes by the City of Boston.
- 1893. 225. An Act to authorize cities and towns to establish and maintain Public Playgrounds.
- 1893. 258. An Act to authorize the City of Boston to refund or abate a portion of its betterments assessed for the extension of the Marine Park.
- 1893. 282. An Act to provide for a Public Park in Wards 6 and 7 of the City of Boston.
- 1893. 300. An Act relative to the Laying out of Public Parks by towns and cities. [Boulevard Act.]
- 1893. 331. An Act relative to leasing open spaces for Gardens and Playgrounds by cities and towns.
- 1893. 407. An Act to establish a Metropolitan Park Commission.
- 1893. 416. An Act relating to an Act relative to the Laying out of Public Parks by towns and cities.

 [Amending Stat. 1893, Chap. 300.]
- 1893. 435. An Act in relation to the construction of a Seawall and the extension of the Charles-river Embankment by the City of Boston.

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- YEAR. Chapter.
- 1893. 475. An Act to provide for the Improvement of Charles river.
- 1894. 288. An Act to authorize the Metropolitan Park Commission to construct Roadways and Boulevards.
- 1894. 396. An Act to authorize the City of Boston to incur indebtedness beyond the limit fixed by law, for Park purposes.
- 1894. 483. An Act to authorize the Commonwealth to acquire the location in part of the Boston, Revere Beach & Lynn Railroad, and to authorize a relocation in part of said railroad.
- 1894. 509. An Act to authorize the Metropolitan Park Commission to expend a sum of money in addition to the amounts heretofore authorized, for open spaces along or near the Charles river.

City of Boston.

DEPARTMENT OF PARKS.

TWENTY-FIRST ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

FOR THE

YEAR ENDING JANUARY 31, 1896.



PRINTED FOR THE DEPARTMENT. 1896.

DEPARTMENT OF PARKS.

REPORT.

Hon. Josiah Quincy,

Mayor of the City of Boston:

SIR: In accordance with the provisions of the Revised Ordinances, which require every officer and board in charge of a department to transmit to the Mayor a report containing a statement of the acts and doings, and receipts and expenditures, of the department for the preceding financial year, the Board submits the following report:

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the Twelve
Months ending January 31, 1896.

MAIN PARK SYSTEM.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan for Public Parks . \$543,527 85

Amount transferred from appropriation for Maintenance 73,460 07

Amount contributed by abutters, Commonwealth ave., 5,000 00

\$621,987 92

COMMONWEALTH AVENUE.

EXPENDITURES FOR CONSTRUCTION.

Roadways: labor and mate-
toauways. 1aoor and mate-
rials \$1,282 28
Drainage: labor and materials, 747 11
Settees
Sidewalks · labor and mate-
rials 339 31
Engineers and expenses . 177 35
General work: labor and ma-
terials 44 00
 \$2,965 05
Plantations.
Labor and expenses 2,034 64
Tools and Implements.
Sprinkler, etc

FENS.
EXPENDITURES FOR CONSTRUCTION.
Charlesgate Bridge.
Raising grade: labor and materials . \$8,611 88
Fen Bridge.
Fen Bridge. Raising grade: labor and materials . 1,807 99
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage.
Fen Bridge. Raising grade: labor and materials . 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and mate-
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40 Roadways: labor and mate-
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40 Roadways: labor and materials 7 35
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40 Roadways: labor and materials 7 35
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40 Roadways: labor and materials
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40 Roadways: labor and materials
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40 Roadways: labor and materials \$811 75 Grading, Loam, and General Work. Engineers and expenses \$421 29 Grading: labor and materials \$148 12
Fen Bridge. Raising grade: labor and materials 1,807 99 Roadways, Sidewalks, Gutters, and Drainage. Sidewalks: labor and materials \$804 40 Roadways: labor and materials

Amounts brought forward,	\$1	1,801	03	\$5,884 59
Pl	antat	ions.		
Labor and expenses		430	05	
Administra	ation	Build	ina.	
City Architect's department, for plan				
Plans a				
Landscape architects and expenses		,		
Landscape architects and expenses	•	<u>26</u>	10	12,607 83
Riv	ERWA	Y.		
EXPENDITURES	FOR	CONST	RUCT	ION.
Roadways, Sidewalks	, Gut	ters, c	ind .	Drainage.
Roadways: labor and mate-				
rials				
Gutters: labor and materials, 1,512	96			
Drainage: labor and mate-				
rials 61	. 56			
Sidewalks: labor and materials	25			
		6,617	81	
Clearing, Grading, 1	Loam,	and	Gene	eral Work.
	Loam,	and	Gene	eral Work.
Superintendence and general		and	Gene	eral Work.
Superintendence and general work . \$2,956 Engineers and expenses . 1,824	96	and	Gene	eral Work.
Superintendence and general	96	and	Gene	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and mate-	96 76 51	and	Gene	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637	96 76 51			eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637	96 76 51	and 6,155		eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637	96 76 51	6,155		eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637	96 76 51 90 —	6,155 ns.	13	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637 Plant	96 76 51 90 —	6,155 ns. 3,302	13	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637 Plan Labor and expenses	96 76 51 90 ntatio	6,155 ns. 3,302 Designs	13 12	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637 Plans as	96 76 51 90 ntatio	6,155 ns. 3,302 designs 1,581	13 12	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637 Plant Labor and expenses	96 76 51 90 ntatio	6,155 ns. 3,302 designs 1,581 Wall.	13 12	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637 Plans Labor and expenses	96 76 51 90 ntatio	6,155 ns. 3,302 Designs 1,581 Wall. 710	13 12	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637 Plans a Labor and expenses	96 76 51 90 ntation	6,155 ns. 3,302 esigns 1,581 Wall. 710 Builda	13 12 73 00 ing.	eral Work.
Superintendence and general work \$2,956 Engineers and expenses . 1,824 Loam: labor and materials . 735 Grading: labor and materials 637 Plans Labor and expenses	96 76 51 90	6,155 ns. 3,302 designs 1,581 Wall. 710 Builds 601	113 12	

Amounts brought forward, \$18,968 32 \$18,492 42
Foot-bridge and Culverts.
Labor and materials 15 33
18,983 65
LEVERETT PARK.
EXPENDITURES FOR LAND AND CONSTRUCTION.
Land. Expenses in trials of suits \$1,034 80
Expenses in mais of sums
Plantations.
Labor and expenses 7,526 31
Clearing, Grading, Loam, and General Work.
Engineers and expenses . \$1,764 19
Loam: labor and materials . 1,739 03
Grading: amount paid under
contract 1,629 76
General work: labor and
materials 947 49
Fence: labor and materials . 472 79
Grading: labor and materials, 385 07
Clearing grounds: labor and materials 67 61
7,005 94
Roadways, Sidewalks, Gutters, and Drainage.
Roadways: labor and materials
Drainage: labor and mate-
rials
Gutters: labor and materials, 144 41
6,193 78
Plans and Designs.
Landscape architects and expenses . 1,587 23
Walla and Stand
Walls and Steps.
Labor and materials 1,282 19
Electric Lighting.
Lamp-posts and cable: amount paid
under contract 780 93
Amounts carried forward, \$25,411 18 \$37,476 07

Amounts brought forward,	\$2	5,411 18	\$37,476 07
W	ater Supp	alar.	
Water-pipes and labor			
Ret	aining 1	Wall.	
Amount paid under contract	_		
Machinery, '	Tools, and	d Implem	ents.
Sprinkler			
Levere	tt Pond	Bridge.	
Shepley, Rutan, & Coolidge, for	plans.	93 13	
Roa	iting Ser	nice.	
Labor and materials			
T.	on Railin		
Advertising and printing .	on nau	1 25	
and printing .	• •		26,863 12
Jan	MAICA PA	RK.	
EXPENDITURES FO	R LAND A	ND CONST	TRUCTION.
	Land.		
Amount paid for land . \$166,75	5 87		
Expenses in trials of suits, 22	5 00		
	 \$160	5,980 87	
Pine .	Bank Ho	use.	
Building: amount paid under			
contract	311 71		
Heating: amount paid under			
,	00 00		
Wheelwright and Haven, for	00 00		
superintendence 3 City Architect's department,	365 30		
	204 67		
Electric wiring: amount paid	JOE 01		
	187 50		
Drainage: labor and mate-			
rials	174 33		
	131 64		
Labor and materials	55 46	100 07	
-	18	3,430 61	
Amounts carried forward,			

Amounts brought forward, \$185,411 48 \$64,339 19

1111001111 50 000 100 100 100 100 100 10
Clearing, Grading, Loam, and General Work.
Grading: amount paid under
contract \$1,276 24
General work: labor and
materials 742 80
Engineers and expenses 404 00
Loam: labor and materials . 343 92
Clearing grounds: labor and
materials 83 70
Grading: labor and materials 57 60
rials
Iron Fence.
Amount paid under contract 1,162 38
Boating Service.
Labor and materials 697 29
Retaining Walls.
Amount paid under contract, \$455 65
Labor and materials 104 25 - 559 90
Roadways, Sidewalks, Gutters, and Drainage.
Roadways: labor and materials 327 52
Plantations.
Labor and expenses 226 58
nabol and expenses
Machinery, Tools, and Implements.
Lawn mowers 110 00
Settees.
Settees
Detices
Plans and Designs.
Landscape architects and expenses . 87 56
Gate House.
Labor and materials 77 94
Amounts carried forward. \$191,662 66 \$64,339 19
Amounts curred forward. \$151,002 00 \$04.555 15

Amounts brought forward,	\$191,662 66 \$64,339 19
Walls	and Steps.
	•
Labor and materials	191,720 74
Arb	ORWAY.
EXPENDITURES FOR L	AND AND CONSTRUCTION.
7	and.
Amount paid for land . \$111,906	55
Expenses in trials of suits, 1,055	
	— \$112,961 55
Roadways, Sidewalks	, Gutters, and Drainage
Roadways: labor and mate-	
rials \$515	59
Drainage: labor and mate-	
rials 364	
	— 880 06
${\it Clearing, Grading, L}$	oam, and General Work.
General work: labor and	
materials \$256	40
Grading: labor and mate-	00
rials	00 296 40
	rook Bridge.
Labor and materials	. 51 50
Plan	etations.
Labor and expenses	. 18 00
Plane a	nd Designs.
Landscape architects and expenses	
nandscape architects and expenses	114,224 66
APNOID APPOPERIN	AND BUSSEY PARK.
	FOR CONSTRUCTION.
· · · · · · · · · · · · · · · · · · ·	lls and Gateways.
Boundary walls: labor and	10
materials \$2,845	12
Forest Hills entrance wall: labor and materials 1,797	77
labor and materials . 1,797	
4 / 124	04.040.00.4070.004.70
Amounts carried forward,	\$4,042 89 \$370,284 59

Amounts brought forward, \$4,642 89 \$370,284 59

Roadways, Walks, and Drainage.

General work: labor .

. \$252 50

Engineers and expenses

192 50

445 00

Plans and Designs.

Landscape architects and expenses

5,153 41

WEST ROXBURY PARKWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land .

. \$1,355 00 Surveying expenses . . 100 00

\$1,455 00

Clearing, Grading, and General Work.

Engineers and expenses . . 1,964 39

3,419 39

FRANKLIN PARK.

EXPENDITURES FOR CONSTRUCTION.

Refectory Building.

Amount paid under contract, \$30, 491 25

Amount paid under contract

for terra-cotta . . .

9,500 00

Amount paid under contract

for heating-apparatus . 1,100 00

Amount paid under contract

for electric work .

500 00

Labor and materials .

435 62

----\$42,026 87

Reservoir.

Labor and materials .

26,384 55

Roads and Walks.

Surfacing roads and walks, \$14,423 60

Grading roads and walks 9,792 86

24,216 46

Amounts carried forward,

\$92,627 88 \$378,857 39

Amounts brought forward, \$92,627 88 \$378,857 39
Clearing, Grading, Drainage, and General Work.
Engineers and expenses . \$9,045 24
General work
Grading 3,526 22
Drainage 1,438 49
Clearing grounds 506 27

Water Supply.
Water-pipes and labor 12,151 59
Forest Hills Bridge.
Amount paid under contract, \$9,372 85
Shepley, Rutan, & Coolidge,
for plans
Labor and materials 416 75 ———————————————————————————————————
10,555 40
Plantations.
Labor and expenses 11,190 94
D 1 W 1 W 1 W
Pergola Wall, Terrace, and Steps.
Labor and materials 4,387 02
Arbor, Schoolmaster Hill.
Amount paid under contract
for tiling roof \$1,164 46
Labor and materials 49 75
1,214 21
Ellicott House.
Labor, expense, and furnishing . 511 62
Tools and Implements.
Sprinkler
opinater
Structures.
Emerson tablet \$278 01
Bicycle rail 44 06
Temporary sanitary buildings:
labor and materials 2 67
324 74
Amounts carried forward, \$154,992 50 \$378,857 39

Amounts brought forward,	\$154,992 50 \$ 378,857 39
Se	ttees.
Settees	. 286 25
Scarboro' 1	Cond Bridges.
Shepley, Rutan, & Coolidge, for plan	
Plans a	d Designs.
Landscape architects and expenses	
	ge Shelter.
	. 80 89
	7 Service.
Labor and materials	. 22 01 ———— \$155,649 35
(Seaver-stree	Improvement.)
·	cing, and Drainage.
Surfacing: labor and mate-	any, and Dainage.
rials \$3,503	99 /
Engineers and expenses . 1,404	
Grading: labor and materials, 1,270	
General work: labor 195	
Drainage: labor and mate-	
rials 36	44
	- \$6,410 43
	ations.
Labor and materials	
	9,021 11
Expenditures 1	OR MAINTENANCE:
COMMONWE	LTH AVENUE.
Care of Grounds.	Roads, and Walks.
Labor and materials . \$12,423	
Signs and notices 13	56
	— \$12,436 66
Park P	olice.
Pay of Park keepers	
	\$13,544 10
Amounts carried forward,	\$13,544 10 \$543,527 85

Amounts brought forward,

\$13,544 10 \$543,527 85

FENS, RIVERWAY, LEVERETT PARK, JAMAICA PARK, AND ARBORWAY.

Cure of Grounds, nodds, wans, and Butturnys.
Grounds, roads, and walks:
labor and expenses . \$20,402 74
General work 3,015 93
Plantations 1,922 56
Buildings: labor and ex-
penses 1,296 64
Pumping-station: labor and
materials 985 70
Skating 712 64
Repairs, Stony-brook gate-
house 306 22
Boating service 98 63
Repairs, covered channel,
Muddy river and gate-
house
 φ 20,102 1 1
Park Police.
Pay of Park keepers \$5,268 81
Police equipments and sup-
plies 64 16
5,332 97
34,095 71
ARNOLD ARBORETUM AND BUSSEY PARK.
ARNOLD ARBORETUR AND BUSSET TAKE.
Care of Roads and Walks.
Watchman, labor and expenses \$3,807 59
Park Police.
2 1111 2 11111
Pay of Park keepers 1,166 20 4,973 79
FRANKLIN PARK.
Care of Grounds, Roads, Walks, and Buildings.
Grounds, roads, and walks:
Grounds, roads, and warks.
lahor and expenses \$13,604,78
labor and expenses . \$13,604 78
Buildings: labor and expen-
* " '

Amounts brought forward, \$16,792 03	\$52,613 60 \$543,527 85
Sheep-fold 2,327 44	
General work 1,368 26	
Plantations 1,041 18	
	
Park Police.	
Pay of Park keepers \$4,034 31	
Police equipments and sup-	
plies 283 25	
	25,846 47
	78,460 07
	\$621,987 92
MADELLE DATE OF CHARLES	15
MARINE PARK SYSTEM	М.
LAND, CONSTRUCTION, AND MAI	NTENANCE.
Amount transferred from loan for Public Parks .	\$131,298 0 3
Amount transferred from appropriation for Main-	
tenance	7,783 68
	\$139,081 71
Dorchesterway.	
EXPENDITURES FOR LAND AND CON	STRUCTION.
Land.	
Amount paid for land \$3,302 65	
Expenses in trials of suits . 545 00	
\$3,847 65	5
Filling.	
Amount paid under contract 2,430 44	
Clearing, Grading, Loam, and Gen	eral Work.
Engineers and expenses . \$213 42	
Grading: labor and mate-	
rials 8 23	
—— 221 65	
Plans and Designs.	
Landscape architects and expenses . 4 20	
_	\$6,503 94
Amount carried forward,	\$6,503 94

Amount brought forward,

\$6,503 94

STRANDWAY.

EXPENDITURES FOR CONSTRUCTION.

Clearing, Grading, Loam, and General Work.

Engineers and expenses

\$665 42

Grading: labor and mate-

rials .

249 54

- \$914 96

Plans and Designs.

Landscape architects and expenses

22 88

Filling.

Advertising .

10 25

948 09

MARINE PARK.

EXPENDITURES FOR CONSTRUCTION.

Head House.

Amount paid un-

der contract, \$53,700 00

Amount paid un-

der contract for

heating-appara-

tus . . . 5,200 00

Amount paid un-

der contract for

Sgraffito work . 3,300 00

Amount paid un-

der contract for

tower clock . 922 00

Amount paid un-

der contract for

electric work . 900 00

City Architect's

department, for

plans . . 775 36

Amount paid un-

der contract for

laundry plant . 750 00

Amt's car'd for'd, \$65,547 36

\$7,452 03

Amt's br't for'd \$65,547 36	\$7,452 03
Labor and mate-	
rials 662 28	
Amount paid un-	
der contract for	
elevator 402 50	
Plans for Sgraf-	
fito work 307 34	
000,010 10	
Filling.	
Amount paid under contract, 49,788 87	
Clearing, Grading, Loam, and Gen	neral Work.
Engineers and ex-	
penses \$1,929 59	
Grading: labor	
and materials . 1,387 07	
General work:	
labor and mate-	
rials . 1,019 66 4,336 32	
Plantations.	
Labor and expenses . 1,294 01	
Dredging.	
Labor and materials 1,114 20	
Boating Service.	
Labor and materials 76 82	
Plans and Designs.	
Landscape architects and ex-	
penses 20 98	
\$123,550 68	
CASTLE ISLAND.	
Clearing, Grading, Loam, and Gen	eral Work
Grading: labor and materials, \$195 32	
Shelter.	
City Architect's department,	
for plans 100 00	
295 32	123,846 00
	120,040 00
Amount carried forward,	8131.298 03

Amount brought forward,

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\$131,298 03

EXPENDITURES FOR MAINTENANCE.

	Ca	re oj	G	cound	s, Road	ls,	waiks,	and	Buildings.	
rounds,	roads	, and	l wa	ılks:						
labor ar	nd exp	ense	s.		\$2,098	12				
eneral	work:	la	bor	and						
materia	ls .		1		1,969	15				
uildings	: lab	or	and	ex-						
penses					687	49				
ier .					82	67				

 Castle Island bridge
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\$4,970 43

Park Police.

Pay of Park keepers . . \$2,802 50 Police equipments and supplies 10 75

2,813 25

7,783 68 \$139,081 71

CHARLESBANK.

CONSTRUCTION AND MAINTENANCE.

\$36,530 44

EXPENDITURES FOR CONSTRUCTION.

Men's Lavatory Building.

Amount paid under contract
for building . . \$11,578 34

Amount paid under contract
for heating-apparatus . 776 00

City Architect's Department,
for plans 198 98

Amount carried forward, \$12,553 32

Amount brought forward, \$	12,553 32
Amount paid under contract	
for electric fixtures	119 80
Labor and materials	84 58
	 \$12,757 70
Women	n's Lavatory Building.
Amount paid under contract,	\$8,011 09
Walker & Kimball, for plans,	203 48
Labor and materials	25 00
Advertising and printing con-	20 00
tract	18 00
tract	8,257 57
	3,231 31
	Damages.
Damage to vessel	972.51
Damage to vessel	
Wa	elks and Drainage.
Drainage: labor and mate-	
rials	\$603 95
Sidewalks: labor and mate-	
rials	26 28
	 630 23
	Water Supply.
Water-pipes and labor	241 43
Gymnasium Grou	nds, Grading and General Work.
Men's gymnasium grounds:	
labor and materials	\$65 83
Women's gymnasium ground:	
labor and materials	45 99
Grading: labor and materials,	45 29
General work: labor and	
materials	17 67
Engineer's expenses	2 70
Men's gymnasium apparatus:	2 10
labor and materials	2 00
labor and materials .	
	2.0
	Plantations.
Labor and expenses	
	90.89
- Political Control of the Control o	
	
Amount carried forward,	

Amount brought forward,

\$23,129 81

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Men's gymnasium —					
Grounds and apparatus:					
labor and expenses .	\$2,700	42			
Building : labor and expenses,	2,273	30			
Women's gymnasium —					
Grounds and apparatus:					
labor and expenses .	1,889	33			
Building : labor and expenses,	871	35			
Children's shelter: labor and					
expenses	67	94			
Grounds and walks: labor					
and expenses	1,738	55			
Plantations: labor and ex-					
penses	1,539	23			
Skating: labor and expenses,	655	02			
General work: labor and ex-					
penses	354	16			
Engineer's expenses	29	70			
Settees	2	95			
	_	\$	12,121 95		
	Pari	k Po	lice.		
Pay of Park keepers	\$1,276	16			
Police equipments	2	52			
			1,278 68		
				13,400 63	
					\$36,530 44

WOOD ISLAND PARK.

CONSTRUCTION AND MAINTENANCE.

Amount tran	sferre	d from loa	an fo	or Pub	olic Pa	ırks	•	\$15,911 14	
Amount tran	asferre	d from a	pro	priatio	on for	Ma	in-		
tenance								3,908 50	
									\$19,819 64

EXPENDITURES FOR CONSTRUCTION.

EXPENDITURES FOR CONSTRUCT	rion.
Men's Gymnasium Grounds and A	pparatus.
Grounds: labor and mate-	
rials \$3,015 43	
Apparatus: labor and mate-	
rials 2,787 65	
\$5,803 08	
Grading, Loam, and General	Work.
Grading: labor and materials, \$3,020 37	
Engineers and expenses . 803 39	
General work: labor and ma-	
terials 469 79	
	
Iron Fence and Frame.	
Amount paid under contract, \$2,923 25	
Labor 28 40	
2,951 65	
Field House.	
Labor, expense, and furnish-	
ing \$498 63	
Sturgis & Cabot, for plans . 495 49	
Electric fixtures 125 00	
1,119 12	
Plantations.	
Labor and expenses 740 96	
Playstead.	
Labor and materials 440 47	
Roads and Walks.	
Labor and materials	
Electric Lighting.	
Lamp-posts and cable 182 00	
Water Supply.	
Water-pipes and labor 49 89	
	\$15,911 14
Amount carried forward,	\$15,911 14

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Men's gymnasium building		
labor and expenses	\$1,678 80	
Grounds and apparatus: labor		
and expenses	797 46	
Skating: labor and expenses,	395 72	
Plantations: labor and ex-		
penses	334 52	11
Grounds: labor and expenses,	151 00	
Playstead: labor and ex-		
penses	10 56	
Engineer's expenses		
Signs and notices		
General work		
	\$3,385 37	
	100	
	Park Police.	
Pay of Park keepers	\$ 518 13	
Police equipments	5 00	
	523 13	
	3,908	
		\$19,819 64

CHARLESTOWN HEIGHTS.

CONSTRUCTION AND MAINTENANCE.

Amount tra	nsfe	rred f	rom l	loan f	or Pu	ıblic l	Parks		\$1,944 44	
Amount tra	nsfe	rred i	from	appro	priat	ion fo	r Ma	ain-		
tenance									2,207 94	
										\$4,152 38

EXPENDITURES FOR CONSTRUCTION.

Shelter Building.

Labor, expenses, and furnishing . . \$776 69

Plantations.

Labor and expenses . . . 662 61

Amount carried forward, \$1,439 30

Amount brought forward,		\$1,439 30		
Clearing and Grading	Grounds	, Loam, and	l General 1	Work.
General work : labor and ma-				
terials	\$357 82			
Sand courts	62 47			
Engineers and expenses .	45 62			
Grading: labor and materials,	5 85			
		471 76		
		and Drain	age.	
Drainage: labor and materials	• .	28 63		
	Fillin	g.		
Advertising		4 75		
			\$1,944 44	
EXPENDIT	URES FOR	MAINTENAN	CE.	
Care of Grou	inds, Wal	ks, and Bui	ldings.	
Buildings: labor	\$832 64			
Plantations: labor	468 27			
Grounds and walks: labor .	305 92			
Settees	44 49			
General work: labor	32 40			
Engineer's expenses	10 82			
		\$1,694 54		
	Park Pe	olice.		
Pay of Park keepers				
Police equipments	2 29			
Tonce equipments		513 40		
			2,207 94	
				\$4,152 38
CHARLES	TOWN	PLAYGROU	ND.	
CONSTRUCTION	ON AND	MAINTEN	ANCE.	
Amount transferred from loan	for Public	c Parks .	\$1,374 63	
Amount transferred from appr	opriation	for Main-		
tenance			71 09	
				\$1,445 72
				12 12 10 100

EXPENDITURES FOR CONSTRUCTION.

EXPENDITURES FOR CONSTRUCTION.	
Clearing and Grading Grounds, and General Work.	
Grading: labor and materials \$1,287 97	
Plantations.	
Labor and expenses 86 66	
\$1,374 63	
EXPENDITURES FOR MAINTENANCE.	
Care of Grounds, Walks, and Buildings.	
Grounds and walks: labor \$47 09	
Buildings: labor 24 00	
71 09	\$1,445 72
	ψ1,110 12
DORCHESTER PARK.	
LAND AND MAINTENANCE.	
Amount transferred from loan for Public Parks . \$31,838 84	
Amount transferred from appropriation for Main-	
tenance	91 007 04
	31,927 84
EXPENDITURES FOR LAND.	
Amount paid for land	
EXPENDITURES FOR MAINTENANCE.	
Care of Grounds, Walks, and Buildings.	
Signs and notices \$15 00	
Park Police.	
Pay of Park keepers 74 00	
	31,927 84
Ψ i	01,021 01
FRANKLIN FIELD.	
LAND, CONSTRUCTION, AND MAINTENANCE.	
Amount transferred from loan for Public Parks \$29,642 17	
Amount transferred from appropriation for Main-	
tenance 1,278 96	.00.001.11
	30,921 13

EXPENDITURES FOR LAND AND CONSTRUCTION.

an	

Amount paid for land . . . \$27,998 50

Fence and Wall.

Labor and materials 703 95

Clearing, Grading, Drainage, and General Work

Grading: labor and mate-

Clearing grounds: labor and

materials 10 00

General work: labor and

materials . . . 4 44

Tools and Implements.

Plantations.

Labor and expenses 110 00

Plans and Designs.

Chas. F. Baxter, surveying . \$36 0

Landscape architects and ex-

penses 35 44

71 44 —— \$29,642 17

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Skating \$519 22

Park Police.

Pay of Park keepers . . \$455 56

Police equipments . . 5 00 460 56

1,278 96

\$30,921 13

PUBLIC PARK, NORTH END.

LAND, CONSTRUCTION, AND MAINTENANCE.
From appropriation for Public Park, North End . \$221,183 92
Amount transferred from appropriation for Main-
tenance

EXPENDITURES FOR LAND CONSTRUCTION.
Land.
Amount paid for land . \$212,339 15
Expenses in trials of suits, 793 45 ———\$213,132 60
Clearing, Grading, and General Work.
Grading: amount paid under
contract \$5,993 23
Engineers and expenses . 1,589 10
Borings 167 75
Advertising and printing con-
tract
.,,==
Plans and Designs.
Landscape architects and expenses . 160 03
Sidewalks, Gutters, and Drainage.
Sidewalks: labor and materials 42 25
Structures.
Temporary building 26 33
\$221,183 92
EXPENDITURES FOR MAINTENANCE.
Park Police.
Pay of Park keepers
\$221,260 46
PLAYSTEAD, NORTH BRIGHTON.
LAND ACCOUNT.

From Appropriation for Playstead, North Brighton . . .

\$109 80

EXPENDITURES.

EXPE	NDITURES.		
Taxes on land for 1894			\$109 80
PARK DE	EPARTMENT.		
Amount transferred from appropriat			\$7,479 92
Amount transferred from appropriat	ion for Mainte	nance	\$1,419 92
OFFICE	EXPENSES.		
Salary of Secretary and Clerk .		\$3,000 00	
Clerical service at office		1,800 00	
Printing annual report, etc		1,126 26	
Telephone, messenger service, and			
penses			
Expense of visit of City Council to I		215 25	
Carriage-hire			
Stationery		. 74 78	
Plans · · · · ·		45 26	AT 170 00
			\$7,479 92
A DDD ODDI A TION	TOD MATN	NEXT A NOT	
APPROPRIATION			
Appropriation for the financial year			
Less transferred to Police Departme	ent	20,000 00	
		\$110,000 00	
Amount contributed by abutters, (Commonwealth	4110,000 00	
avenue		5,000 00	
			\$115,000 00
Expe	enditures.		
Fens, Riverway, Leverett Park, J	Jamaica Park,		
and Arborway			
Franklin Park		25,846 47	
Commonwealth Avenue		13,544 10	
Charlesbank		13,400 63	
Marine Park System		7,783 68	
Park Department		7,479 92	
Arnold Arboretum and Bussey Park		4,973 79	
Wood Island Park		3,908 50	
Charlestown Heights		2,207 94	
Franklin Field		1,278 96	
Dorchester Park			
Public Park, North End		76 54	
Charlestown Playground		71 09	
Balance merged into General City In	ncome		#115 000 00
			\$115,000 00

INCOME.

INCOME.
Receipts.
Received from rents and sale of buildings, wool, sheep, grass, and wood
Payments.
Income carried to General City Income \$2,532 19
APPROPRIATION FOR STRANDWAY FROM MARINE PARK WEST.
Amount of appropriation authorized by City Council and approved by the Mayor, July 9, 1895
APPROPRIATION FOR PUBLIC PARK, NORTH END.
*Public Park Loan, Wards 6 and 7: Balance unexpended January 31, 1895 \$436 56 Loan issued in April, 1895 50,000 00 Loan issued in December, 1895 208,000 00 \$258,436 56
Expenditures.
Paid on account of land
APPROPRIATION FOR PLAYSTEAD, NORTH BRIGHTON.
Balance unexpended January 31, 1895
Expenditures.
Paid on account of Playstead, North Brighton . \$109 80 Balance unexpended January 31, 1896 . 3,775 37 — \$3,885 17

^{*} Chapter 282, Acts of 1893, authorizes the taking of lands of an assessed value not exceeding \$300,000, and the issue of bonds to an amount necessary to pay for such lands, and a further amount not exceeding \$50,000, to be used to meet the expense of preparing said lands for public use.

APPROPRIATION FOR PUBLIC PARKS.

Balance unexpended January 31, 1895							\$768,876 38		
Amount of appropriation authorized by City Coun-									
cil and approved by	y the l	Mayor	, Jul	y 9, 1	.895	•	100,000 00	\$868,876 38	
								\$600,070 38	
			Expen	ıditur	res.				
Commonwealth Aver	me						\$5,884 59		
Fens							12,607 83		
Riverway							18,983 65		
Leverett Park .							26,863 12		
Jamaica Park .							191,720 74		
Arborway									
Arnold Arboretum a							5,153 41		
West Roxbury Parky							3,419 39		
Franklin Park .									
Dorchesterway .							6,503 94		
Strandway							948 09		
Marine Park							123,846 00		
Charlesbank							23,129 81		
Wood Island Park .							15,911 14		
Charlestown Heights							1,944 44		
Charlestown Playgro							1,374 63		
Dorchester Park .							31,838 84		
Franklin Field .							29,642 17		
Balance unexpended	Janu	ary 31	1, 189	6.					
								\$868,876 38	

II.

Summary of Expenditures on Account of Land and Construction for the Financial Year, 1895–96.

\$282,432 22

Amount carried forward,

Amount brought forward,			\$282,432 22	
Marine Park System:			9.045 05	
Dorchesterway				
		. \$31,838 84		
Public Park, North End		. 27,998 50		
Playstead, No. Brighton .	•		979 970 74	
			273,079 74	
				\$559,359 61
C	ONSTI	RUCTION.		
Main Park System:				
Commonwealth Avenue .		. \$5,884 59		
Fens		. 12,607 83		
		. 18,983 65		
Leverett Park		. 25,828 32		
Jamaica Park		. 24,739 87		
Arborway		. 1,263 11		
Arnold Arboretum and Busse	ey Parl	k. 5,153 41		
West Roxbury Parkway .		. 1,964 39		
Franklin Park		. 164,670 46		
			\$261,095 63	
Marine Park System:				
Dorchesterway		н		
Strandway		. 948 09		
Marine Park	•	123,846 00		
			127,450 38	
Charlesbank		\$23,129 81		
Wood Island Park		. 15,911 14		
Charlestown Heights		. 1,944 44		
Charlestown Playground .		. 1,374 63		
Franklin Field		. 1,643 67		
Public Park, North End .	•	. 8,051 32		
			52,055 01	
				440,601 02
				\$999,960 63

Ш.

Summary of Expenditures on Account of Park Construction, from the Organization of the Board, October 8, 1875, to January 31, 1896.

MAIN PARK SYSTEM.

COMMONWEALTH AVENUE.

Roadways, sidewalks,	_	,		_	,				
general work							\$82,218	60	
Plantations			•			•	10,082	27	
Electric lighting.							5,674	00	
Machinery, tools, etc.							884	90	
Plans and designs .			•		•		22	,00	
								_	\$98,881 77
			1	ENS.					
Filling	1						\$576,811	15	
Excavating, grading, lo	oam,	and	gene	ral w	ork		534,552	76	
Roadways, sidewalks, g	gutte	ers, a	nd d	raina	ge		348,543	27	
Retaining-walls, curb,	and	fenc	e				118,177	77	
Boylston bridge							92,011	43	
Plantations			•				70,218	74	
Charlesgate bridge .					•		65,287	67	
Agassiz bridge							52,013	50	
Stony-brook bridge .							40,007	11	
Railroad bridge							39,995	04	
Fen bridge					•		29,427	80	
Plans, designs, and sup	erin	tend	ence				27,200	98	
Office and general expe	enses	}					14,114	92	
Machinery, tools, etc							13,797	11	
Electric lighting							6,887	23	
Surveying							5,472	16	
Stony-brook channel as	nd g	ateho	ouse				1,976	28	
Water-supply, settees,	and	live-	stock	٠.			1,417	48	
Administration building	g pla	ns				۰	350	00	
								_	2,038,262 40
Amount carried fo	rwa	rd,							\$2,137,144 17

Amount brought forward,	\$2,137,144 17
RIVERWAY.	
Excavating, grading, loam, and general work	\$182.957 Q1
Filling	
Roadways, sidewalks, gutters, and drainage	. 86,740 39
Audubon bridge	. 39,654 27
Bridle-path bridge	. 32,929 09
Administration building	. 26,441 10
Foot-bridges and culverts	. 14,345 00
Tremont-street bridge	. 13,273 53
Plantations	. 12,883 65
Brookline-avenue bridge	. 8,936 82
Bellevue-street bridge	. 8,163 96
Surveys, plans, designs, and superintendence	
Retaining-wall	
Shelter	. 4,513 65
Electric lighting	. 2,734 57
Water-supply and settees	. 1,736 31
Machinery, tools, etc	. 468 75
Gatehouse	. 58 30
	551,613 91
LEVERETT PARK	
Excavating, clearing, grading, loam, and gener	ral
work	. \$181,128 68
Roadways, sidewalks, gutters, and drainage	. 75,114 79
Retaining-walls, steps, and culverts	. 35,862 44
Plantations	. 16,939 19
Leverett-pond bridge	. 9,850 59
Plans and designs	. 6,766 71
Foot-bridges and culverts	. 6,368 46
Electric lighting	. 5,278 74
Machinery, tools, etc	. 3,434 75
Water-supply and settees	. 1,507 14
Boating service	. 68 58
Filling	. 15 75
Iron railing	. 1 25
	
JAMAICA PARK.	
Clearing and grading grounds, loam, and gener	al
` 1	WK0 101 00
work	. \$53,404 38
work	" /

## Amounts brought forward, \$90,963 42 \$3,031,095 15 Pine Bank House	Amounta busanaht fam		1				\$00.000	40	49 091 005 15
Retaining-walls and steps									фэ,0э1,0ээ 1э
Water-supply and settees 6,056 94 Plantations 3,867 73 Surveys, plans, designs, and superintendence 3,003 75 Machinery, tools, etc. 2,078 75 Electric lighting 1,622 50 Iron fence 1,162 38 Boating service 697 29 Gatehouse 77 94									
Plantations						9			
Surveys, plans, designs, and superintendence 3,003 75 Machinery, tools, etc. 2,078 75 Electric lighting 1,622 50 Iron fence 1,162 38 Boating service 697 29 Gatehouse 77 94						•			
Machinery, tools, etc. 2,078 75						. *	,		
Electric lighting			_		dence	•			
Iron fence 1,162 38					•	•	,		
Boating service 697 29 Gatehouse 77 94 142,206 53		٠	•	٠	•	٠	,		
Roadways, sidewalks, gutters, and drainage \$83,259 14		•	•	٠	•	٠	,		
ARBORWAY. Roadways, sidewalks, gutters, and drainage \$83,259 14 Clearing and grading grounds, loam, and general work		•	•	٠	•	٠			
Roadways, sidewalks, gutters, and drainage \$83,259 14	Gatehouse	٠	•	٠	•	٠	77	94	
Roadways, sidewalks, gutters, and drainage \$83,259 14									142,206 53
Clearing and grading grounds, loam, and general work			ARE	BOR	WAY.				
Clearing and grading grounds, loam, and general work	Roadways, sidewalks, gut	ters.	and d	rai	nage		\$83,259	14	
work 68,770 54 Culverts 5,489 53 Water-supply and settees 4,899 16 Stony-brook bridge 4,484 43 Electric lighting 3,028 00 Filling 2,819 16 Machinery, tools, etc. 1,968 75 Plantations 194 78 Plans and designs 111 37 ARNOLD ARBORETUM AND BUSSEY PARK. Roadways, sidewalks, gutters, and drainage \$221,311 72 Boundary walls and gateways 9,000 91 Plans, designs, and superintendence 1,461 74 Plantations 713 41 Settees 129 64 Surveying 100 00 WEST ROXBURY PARKWAY. Clearing and grading ground, loam, and general work \$2,602 94 Plans, designs, and superintendence 51 26 — 2,654 20	• .	,			0		",		
Culverts 5,489 53 Water-supply and settees 4,899 16 Stony-brook bridge 4,484 43 Electric lighting 3,028 00 Filling 2,819 16 Machinery, tools, etc. 1,968 75 Plantations 194 78 Plans and designs 111 37 ARNOLD ARBORETUM AND BUSSEY PARK. Roadways, sidewalks, gutters, and drainage \$221,311 72 Boundary walls and gateways 9,000 91 Plans, designs, and superintendence 1,461 74 Plantations 713 41 Settees 129 64 Surveying 100 00 WEST ROXBURY PARKWAY. Clearing and grading ground, loam, and general work \$2,602 94 Plans, designs, and superintendence 51 26 — 2,654 20	,				,		68,770	54	
Water-supply and settees 4,899 16 Stony-brook bridge 4,484 43 Electric lighting 3,028 00 Filling 2,819 16 Machinery, tools, etc. 1,968 75 Plantations 194 78 Plans and designs 111 37 ARNOLD ARBORETUM AND BUSSEY PARK. Roadways, sidewalks, gutters, and drainage \$221,311 72 Boundary walls and gateways 9,000 91 Plans, designs, and superintendence 1,461 74 Plantations 713 41 Settees 129 64 Surveying 100 00 WEST ROXBURY PARKWAY. Clearing and grading ground, loam, and general work \$2,602 94 Plans, designs, and superintendence 51 26 — 2,654 20									
Stony-brook bridge									
Electric lighting							,		
Filling	Electric lighting .						,		
Machinery, tools, etc	Filling						,		
Plantations	Machinery, tools, etc.								
Plans and designs							,		
ARNOLD ARBORETUM AND BUSSEY PARK. Roadways, sidewalks, gutters, and drainage \$221,311 72 Boundary walls and gateways 9,000 91 Plans, designs, and superintendence 1,461 74 Plantations									
ARNOLD ARBORETUM AND BUSSEY PARK. Roadways, sidewalks, gutters, and drainage . \$221,311 72 Boundary walls and gateways 9,000 91 Plans, designs, and superintendence 1,461 74 Plantations		Ť	·			·			175,024 86
Roadways, sidewalks, gutters, and drainage \$221,311 72 Boundary walls and gateways 9,000 91 Plans, designs, and superintendence 1,461 74 Plantations 713 41 Settees 129 64 Surveying 100 00 WEST ROXBURY PARKWAY Clearing and grading ground, loam, and general work \$2,602 94 Plans, designs, and superintendence 51 26 — 2,654 20									
Boundary walls and gateways	ARNOLD	ARI	BORET	UM	AND B	USSE	Y PARK.		
Plans, designs, and superintendence	Roadways, sidewalks, gut	ters,	and d	rai	nage		\$221,311	72	
Plantations							9,000	91	
Plantations	Plans, designs, and superi	inter	dence				1,461	74	
Settees							713	41	
Surveying							129	64	
WEST ROXBURY PARKWAY. Clearing and grading ground, loam, and general work							100	00	
Clearing and grading ground, loam, and general work	, 0								232,717 42
Clearing and grading ground, loam, and general work									
work							Y.		
Plans, designs, and superintendence									
2,654 20							\$2,602	94	
	Plans, designs, and superi	inter	dence			s. W	51	26	
Amount carried forward, \$3.583.698 16								_	2,654 20
	Amount carried forw	ard.							\$3,583,698 16

Amount brought forward,

\$3,583,698 16

FRANKLIN PARK.

Roadways, sidewalks, an	nd gutt	ers				\$660,611	88	
Clearing and grading						" /		
general work						446,122	33	
Plantations						105,450	27	
Seaver-street improvement	ent					84,817	75	
Refectory building .						62,986	18	
Shelter and Overlook						60,561	54	
Forest Hills bridge .						52,972	17	
						40,943	11	
Park wall and gateways			•			30,672	86	
Arbor, Schoolmaster's h	ill					29,514	11	
TO 1						27,079	02	
Scarboro' Pond bridges						26,703	10	
Plans, designs, and supe	erinten	lenc	e .			24,676	77	
Water-supply, fountains	s, and s	ette	es.			22,718	90	
Ellicott Arch						16,732	21	
Ellicott House						14,922	87	
Ellicottdale						12,542	94	
Structures				٠		11,659	64	
Machinery, tools, etc.			•*			11,530	38	
Playstead and flag-staff						10,399	76	
Pergola wall, steps, and	terrac	е.				9,593	78	
Propagating-house						8,205	55	
Electric lighting			• •			5,108	75	
Terrace wall			• -			3,956	05	
Concourse, Scarboro' hi	11 .	٠	•			3,569	80	
Culverts			•			3,129	34	
Carriage shelter						2,694	70	
Boating service	•			•		22	01	
								1,789,897 77
	MARI	NE	PARK		SYST	EM.		
	1	OOR	CHESTE	RW	AY.			
Filling						\$21,821	82	
Roadways, sidewalks, g	utters,	and	draina	ıge		16,002	60	
Grading, loam, and gen	eral wo	ork				7,923	87	
Plans, designs, and sup	erinten	den	ce .			1,317	24	
0								

47,821 43

Amount carried forward,

Culverts . .

Plantations.

\$5,421,417 36

653 00

102 90

Amount brought forward,		\$5,421,417 36
STRANDWAY.		
Filling	\$20,302 3	6
Clearing, grading, loam, and general work .		
Plans, designs, and superintendence	0.00	9
Culverts	60 50	0
Plantations	18 8	0
		23,083 09
MARINE PARK.		
Filling, grading, loam, and general work	\$554,915 4	6
Iron pier and rail		
Head-house	07 209 1	Q
Pierhead		7
Structures, temporary pier, and gas-lights.	43,796 4	4
Roadways, sidewalks, gutters, and drainage .	37,920 5	2
Bulkhead	1 000 0	
Plantations	4,392 2	0
Plans, designs, and superintendence	3,810 4	7
Electric lighting		4
Water-supply, settees, and fence	1,988 0	4
Dredging	1,114 2	0
Boating service	76 8	2
		995,576 33
CASTLE ISLAND.		
Temporary buildings and structures	\$24,973 9	8
Clearing and grading grounds	3,628 8	9
Water-supply, settees, and tent		8
Plantations	1,407 6	5
Shelter	100 0	0
Plans, designs, and superintendence	52 9	2
		- 32,166 42
CYLL DY DOD LAY		
CHARLESBANK.		
Sea-wall and filling	\$176,353 9	0
Gymnasium grounds, apparatus, filling, loam,		
and general work	52,093 8	5
and general work		3
Women's Lavatory building and children's		
shelter	17,527 4	8
Amounts carried forward,	\$269,225 7	6 \$6,472,243 20

Amounts brought forward,			\$6,472,243 20
Plantations	٠		
Walks and drainage		,	
Iron rail, fence, and gas-lights		8,367 29	
		2,076 27	
Damages		972 51	
Water-supply		831 41	
Machinery, tools, etc		56 00	
			305,337 93
WOOD ISLAND P	AF	RK.	
Grading, loam, and general work		\$94,224 43	
Neptune bridge			
Filling			
Gymnasium grounds, apparatus and playstead	•		
Plantations		W 0 1 W 0 0	
	•		
	•	,	
Iron fence and frame	٠		
Water-supply	•		
Plans, designs, and superintendence.	·	1,488 03	
Culverts			
Electric lighting	•	182 00	
			204,917 16
CHARLESTOWN HE	\mathbf{IG}	HTS.	
Grading, clearing, filling, loam, and gener			
		#07 070 40	
work			
Shelter building	•		
Retaining-wall	٠	,	
Sidewarks, gutters, and drainage		*	
Plantations		,	
Steps	٠		
Plans, designs, and superintendence	٠		
Electric lighting			
Water-supply, settees, and fountains		300 86	
			90,051 79
Amount cannied forward			\$7.079.550.00
Amount carried forward,			\$7,072,550 08

Amount brought forward,	\$7,072,550 08
CHARLESTOWN PLAYGROUND.	
Grading, loam, and general work \$6,506 72	
Plantations	
Plans, designs, and superintendence 126 56	
Walks and drainage 8 00	
	7,095 11
DORCHESTER PARK.	
Clearing and grading grounds \$1,313 94	
Temporary structures	
Plans, designs, and superintendence 700 48	
	2,789 37
FRANKLIN FIELD.	
Clearing and grading grounds \$28,063 26	
Drainage	
,	
25 11	
Plans, designs, and superintendence	
rians, designs, and superintendence 176 75	65,523 60
DUDI IO DADE NODEL END	00,020 00
PUBLIC PARK, NORTH END.	
Clearing, grading, and general work \$12,680 65	
Plans, designs, and superintendence 399 80	
Sidewalks	
Temporary building	
	13,207 12
SUNDRY ACCOUNTS.	
Clarace 1 A count	
General Account	
Park Nursery	102 024 57
	103,934 57
	\$7 965 000 95

\$7,265,099 85

IV.

Summary of Expenditures on Account of Public Park Land, Construction, and Betterments from the Organization of the Board, October 8, 1875, to January 31, 1896.

			LAND.			
Main Park System:						
Fens	•	•	\$596,254			
Riverway	•	•	452,457			
Leverett Park			260,050	97		
Jamaica Park			812,843	56		
Arborway			244,468	63		
Arnold Arboretum and	Bus	sey				
Park			74,043	38		
West Roxbury Parkway			7,570	94		
Franklin Park			1,551,196	63		
				<u> </u>	\$3,998,886 13	
Marine Park System:						
Dorchesterway .	•	•	\$63,735			
•	•		356,830			
Marine Park	٠		232,972	57		
					653,539 08	
Charlesbank	٠				373,916 99	
				٠	,	
Charlestown Heights .						
Charlestown Playground	•	•		•		
Dorchester Park .		•			63,239 97	•
Franklin Field						
Public Park, North End					,	
Playstead, North Brighton		•			21,589 63	
						\$6,030,784 23
		CONS	TRUCTIO	N.		
Main Park System:						
Commonwealth avenue	•	•	\$98,881			
Fens		•	2,038,262			
Riverway		•	551,613			
Leverett Park			342,337			
Jamaica Park			142,206	53		
Amounts carried foru	varo	ŧ,	\$3,173,301	68		\$6,030,784 23

Amounts brought forw	ard,		\$3,173,301	68			\$6,030,784 23
Arborway			175,024	86			
Arnold Arboretum and I	Buss	ey					
Park			232,717	42			
West Roxbury Parkway			2,654	20			
Franklin Park .			1,789,897	77			
				<u> </u>	\$5,373,595	93	
Marine Park System:							
Dorchesterway .	•		\$47,821	43			
Strandway			23,083	09			
Marine Park			995,576	33			
Castle Island .			32,166	42			
				_	1,098,647	27	
Charlesbank					305,337	93	
Wood Island Park .					204,917	16	
Charlestown Heights .					90,051	79	
Charlestown Playground					7,095	11	
Dorchester Park .					2,789	37	
Franklin Field					65,523	60	
Public Park, North End					13,207	12	
General Account .					73,987	50	
Park Nursery					29,947	07	
						_	7,265,099 85
	В	ET	TERMEN	rs.			
Betterment expenses .			• •				13,356 10
						-	

\$13,309,240 18

PARK BETTERMENTS COLLECTED BY CITY COLLECTOR, TO FEBRUARY 1, 1896.

	Assessm'ts committed to Collector.	Abated.	Net Assessm'ts.	Collected.	Outstand'g February 1, 1896.
Public Park, Back Bay	\$434,600 00	\$143,126 73	\$291,473 27	\$290,404 27	\$1,069 00
Marine Park	23,543 00	12,616 80	10,926 20	10,926 20	
Franklin Park	135,029 00	122,000 66	13,028 34	13,028 34	
Parkway, Old Harbor	60,789 00	50,426 00	10,363 00	8,256 00	2,107 00
" Muddy River	108,972 00	74,775 00	34,197 00	21,889 00	12,308 00
" West Roxbury.	154,107 00	75,709 00	78,398 00	2,955 01	75,442 99
" Dorchester	9,713 00	568 00	9,145 00	2,191 66	6,953 34
	\$926,753 00	\$479,222 19	\$447,530 81	\$349,650 48	\$97,880 33

PUBLIC PARK DEBT.

Liabilities.

Liaouitties.		
Total loan outstanding, January 31, 1896 .		. \$11,107,000 00
Resources.		
Resources of Sinking Fund, January 31, 1896		. \$2,072,508 55
Net debt. January 31, 1896		. \$9,034,491 45

Public Parks. - Table of Appropriations.

1	62	91	03	47		86 00	00
	\$1,490 62 7 37	1,700 00	232 03	49		607 93	4,000
Balance,	Merged, Merged,	Transferred to Back Bay, Merged,	Merged,	Merged, 49 47 Transferred to Arboretum, 1,000 00		Merged, 607 93 Transferred to Arboretum, 1,000 00	5,000 00 Transferred to Arboretum, 4,000 00 120,000 00
Amount expended.	\$5,409 38 5,000 00 450,000 00 2,992 63 25,000 00	16,000 00 4,300 00 25,000 00 1,911 09	1,700 00 5,000 00 120,000 00 214,000 00 4,767 97		600,000 00 300,000 00 200,000 00 100,000 00	50,000 00 60,000 00 200,000 00 4,392 07 5,000 00 15,000 00 15,000 00	5,000 00 1,000 00 120,000 00
Object.	Dept. Expenses, Land Dept. Expenses, Construction			Construction	Land	Construction Dept. Expenses, Construction	,, Land
Amount.	Appropriation, \$6,900 00 Loan, 450,000 00 Appropriation, 3,000 00 25,000 00		1,700 00 6, 5,000 00 6, 120,000 00 6, 214,000 00	202,000 5,000 5,000	600,000 00 300,000 00 200,000 00 100,000 00	Appropriation, 200,000 00 (1 200,000 00 00 00 00 00 00 00 00 00 00 00	", 5,000 00 ", 5,000 00 120,000 00 Land
	Appro Loan, Appro	٠.٠٠	1		Loan	Appr	. Loan,
Special Statutes.	Chap. 185, Acts 1875	Tunnaformod from Park	Department		Chap. 185, Acts 1875	2 2	Chap. 185, Acts 1875 . Loan
Date.	Oct. 5, 1875 May 1, 1876 July 23, 1877 Dec. 24, 1877 Reb. 12, 1878	Apr. 16, 1878 July 3, 1878 6, 31, 1878	Apr. 29, 1879 (29, 1879 (10, 1880 (10, 1880	6, 1881 6, 6, 1881 6, 6, 1881 6, 6, 1881	Dec. 16, 1881 24, 1881 24, 1881 24, 1881	Apr. 24, 1881 Apr. 20, 1882 6, 20, 1882 6, 6, 1883 6, 6, 1883 6, 6, 1883 6, 6, 1883	6, 1883 6, 1883 7, 17, 1883
NAME.	Park Department Public Park, Back Bay	Public Park, Dack Day Park Department Public Park, Back Bay Park Nursery	Fublic Fark, Dack Day Park Department "Hoblic Park, Back Bay Park Department	Park Nursety Public Park, Back Bay Park Department Muddy River Improvement	West Roxbury Park (Franklin Park) Charles River Embankment Muddy River Improvement City Point Park (Marine Park)	East Boston Park (Wood Island Park) Arnold Arboretum Public Park, Back Bay Fark Department Fark Department Park Nursery Public Park, Back Bay Arnold Arboretum	West Roxbury Park (Franklin Park). Wood Island Park.

	8,000 00		27 43	67 29 113 55
	Transferred to Arboretum, 8,000 00		Transf'd to City Account,	Transf'd to Sinking-Fund, Transf'd to Sinking-Fund,
3,000 00 1,000 00 4,000 00 1,000 00	500,000 00 126,000 00 25,000 00 25,000 00 5,000 00 5,000 00 8,000 00	45,000 00 00 00 00 00 00 00 00 00 00 00 00	2,300 00 6,500 00 6,500 00	4,000 00 15,932 71 54,886 45 2,500,000 00 6,500 00 5,000 00
Construction	Land Construction Dept. Expenses,			Land Construction Dept. Expenses, Construction
3,000 00 1,000 00 4,000 00 1,000 00	70	45,000 10,000	13,000 13,000 6,500 6,500	4,000 00 16,000 00 55,000 00 2,500,000 00 1, 6,500 00 5,000 00
Appropriation,	Loan, Appropriation, " " " " " " " " " " " " " " " " " " "	Loan,	Appropriation,	Loan, " Appropriation, 41
Transfer'd from Wood Island Park Transf'd from Muddy River Improvement, Transfer'd from Park Nursery	Chap. 185, Acts 1875. Transfer'd from West Roxbury Park	Chap, 185, Acts 1875	Transferred from Covered Channel, Muddy River	Chap, 185, Acts 1875
June 21, 1883 Jan. 1, 1884 " 1, 1884 " 1, 1884	Apr. 30, 1884 (* 30, 1884 (* 30, 1884 (* 31, 1884 (* 30, 1884 (* 30, 1884 (* 30, 1884 (* 30, 1884 (* 30, 1884 (* 30, 1884	Apr. 30, 1885 (30, 1885 (30, 1885 (30, 1885 (30, 1885 (30, 1885 June 29, 1885 Sept. 14, 1885 (14, 1885 (14, 1885	20, 1885 14, 1885 Dec. 28, 1885 6, 1886	Apr. 24, 1880 June 12, 1886 Oct. 22, 1886 Jan. 4, 1887 Feb. 10, 1887 Dec. 31, 1887 Apr. 30, 1887
Marine Park Charles River Embankment. Arnold Arboretum	West Abovetury Fark (Franking Park) Public Park Back Back Back Back Back Back Back Bac	Public Park, Back Bay Marine Park, Arnold Arboretum Franklin Park Wood Island Park Park Nursery Franklin Park Wood Island Park Franklin Park Park Nursery Franklin Park Owod Island Park Park Nursery Charles Kiver Embankment	Marine Park Public Park, Back Bay Park Department Park Nursery	Arnold Arboretum

Public Parks. - Table of Appropriations. - Concluded.

ů,	\$34 56	30 55							459 76 36,792 88	3,775 37
Balance	Merged,	Merged,							Balance, Balance,	Balance,
Amount expended.	\$14,965 44 400,000 00 6,500 00 5,000 00	20,000 00 7,500 00 5,969 45 35,000 00 600,000 00	20,000 00 2,836 52 56,500 00	200,000 00	2,869 02 60,000 00 3,500,000 00 60,000 00	5,000 00	3,626 07 80,000 00	20,000 00	6,431 80 407,540 24 13,207 12	21,224 63 500,000 001
Object.		Maintenance Construction	20,000 00 "	200,000 00 Land and Cons., 14,000 00 Land	Maintenance Land and Cons.,	**			Land	Land
Amount.	Appropriation, \$15,000 00 Loan, 400,000 00 Appropriation, 6,500 00	20,000 00 7,500 00 6,000 00 85,000 00 Loan, 600,000 00	" 20,000 00 " 2,836 52 Appropriation, 56,500 00	Loan, 200,000 00	2,869 02 Appropriation, 60,000 00 Loan, 3,500,000 00 Appropriation, 60,000 00	5,000 00 8,000 00	3,626 07 Appropriation, 80,000 00	20,000 00	Appropriation, 408,000 00	25,000 00 1 6 500,000 00 0
Special Statutes.	Chap. 312, Acts 1887	Chap. 392, Acts 1888		Chap. 271 and 444, Acts 1890	of city property Chap. 301, Acts 1891		Transferred by City Auditor Transferred by City	d by	Auditor Chap. 282, Acts 1893	
Date.	Apr. 30, 1887 June 4, 1887 ,, 2, 1888	i c	" 11, 1890 Mar. 8, 1890 May 9, 1890	Oct. 13, 1890 " 17, 1890 Apr. 15, 1891	May 7, 1891 7, 20, 1891 Jan. 30, 1892	May 18, 1892 June 9, 1892	Jan. 31, 1893 Feb. 10, 1893 Dec. 6, 1893	Jan. 31, 1894	May 17, 1893	July 10, 1893 Feb. 1, 1894
NAME.	Park Maintenance Public Park Lands Park Dopartment Park Nursery	Park Manuebance Park Department Park Nursery Park Maintenance Public Park Lands	Park Maintenance	Public Parks, Charlestown	Park Maintenance Public Parks		2 2 2 2	" " " " " " " "	Public Parks, Wards 6 and 7 .	Playstead, No. Brighton

rred to Police 20,000 tment,	.	\$269,980 86	\$269,930 86
50,000 00 1,00,000 00 7,000 00 5,000 00 3,888 61	9,790 53 Balance, Balance,	\$13,879,731 16	\$13,951,539 94
50,000 00 Street Improv'ts, 7,000 00 Maintenance	100,000 00 Construction		
Appropriation, 50,000 00 Street Improv'ts, 100,000 00 Maintenance	100,000 00	\$14,149,662 02 1,772 28 13,896 08 15,999 80 15,900 93 7,415 54 8,421 12 6,462 97 6,462 97 6,600 00	\$14,221,470 80
Public Parks Feb. 1, 1894, Transferred from Propriation Stone Appropriation for Street Improvements Park Department " 12, 1894, Transferred from Appropriation for Street Improvements Public Parks June 8, 1894, Chap. 396, Acts 1894. Not to be issued until after January 1, 1894. Transferred June 1, 1894, Transferred by City June 1, 1894, Transferred by City Auditor " April 1, 1894, Transferred by City Auditor " April 1, 1895, Transferred by City Auditor	Public Parks July 9, 1895, Public Parks, Strandway from 9, 1895,	Income appropriated to Maintenance by City Council order approved December 18, 1883 Income appropriated to Maintenance by City Council order approved December 18, 1883 Income appropriated to Maintenance by City Council order approved December 18, 1883 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and 0 tofober 22, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and 0 tofober 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 1889	

Summary.

Appropriations	for	Construction										٠.	\$4,779,600 00
66		Land and Cor	astruction										4,700,000 00
44	6.6	Land											3,969,869 02
66	6.6	Maintenance,	including	In	com	e.							690,101 78
66	66	Department e	expenses .		٠.		٠	 		•			81,900 00
Less expend	ditu	res as above .									•		\$14,221,470 80 13,951,539 94
Less transfe	ers :	and merged ba	alances.										\$69,930 8 6 2 38,693 38
Balances on har	nd d	January 31, 189	96							•			\$231,237 48

Park Statistics to January 31, 1896.

É	Vearof	COST TO	COST TO DATE.	-	4		Length	Length	Length	Area of
FARKS.	Taking.	Land.	Construction.	Total.	Area.	ni.	Driveways.	Walks.	Rides.	Fonds and Rivers.
MAIN PARK SYSTEM:										
Commonwealth Avenue	1894	•	\$98,881 77	498,881 77	30 acres		2.8 miles	4.13 miles		
*Fens	1879	\$596,254 49	2,038,262 40	2,634,516 89	115 "		4 "	9, 1.9	1.1 miles	28 acres
*†Riverway · · · · · · · · · · · · · · · · · · ·	1890	452,457 53	16 219,1391	1,004,071 44	40 "		1.4 "	2.8	1.2 "	3
Leverett Park	1890 and 1892	260,050 97	342,337 07	602,388 04	,, 09		1.2 "	3.4 "	0.9 mile	14 "
Jamaica Park	1892	812,843 56	142,206 53	955,050 09	120 "	:	1.5 "	5.6 "	" 1.0	64.5 "
Arborway	1892	244,468 63	175,024 86	419,493 49	36 66	•	3,4 "	1.25 "	1.4 miles	
*Arnold Arboretum & Bussey Park	1882 and 1895	74,043 38	232,717 42	306,760 80	223 "		3,7 %	7.2 "		0.6 acre
West Roxbury Parkway	1894	7,570 94	2,654 20	10,225 14	150 "	•	4.1 "			
*Franklin Park	1883 and 1884	1,551,196 63	1,789,897 77	3,341,094 40	527 "	:	10 "	19.1 "	2.5 "	7.4 acres
MARINE PARE SYSTEM:										
*Dorchesterway	1892	63,735 54	47,821 43	111,556 97	9	:	0.75 mile	1.6 "		
·		3 0			(20 "	land)	:	1		
Strandway	1890 and 1892	350,830 97	23,083 09	379,914 06	174 "	flats }	I.7 miles	3.I		
Mr. of the Doub	1869	999 070 67	008 878 99	1 999 549 00	(32 "	land)	o o o	20		•
Maille Lair		10 716 707	00 010,000	06 0±0,044,1	, 332 ,,	flats \				# #
Castle Island 1890	1890		32,166 42	32,166 42	21 "	:	0.4 "	1.6 "	_	
			4	45						

Park Statistics to January 31, 1896. - Concluded.

\$	Year of	COST TO DATE.	DATE.	E	A	Length	Length	Length	Area of	
PARKS.	Taking.	Land.	Construction.	1 Obal.	Alca.	Driveways.	Walks.	Rides.	Rivers.	
*CHARLESBANK	1883	\$373,916 99	\$305,337 93	\$679,254 92	10 acres		1.5 miles			
*Wood Island Park	1882 and 1891	132,800 00	204,917 16	337,717 16	{ 46 " land } { 165 " flats }	1.1 miles	2.9 "			
*CHARLESTOWN HEIGHTS	1891	50,538 02	90,051 79	140,589 81	{ 4 " land } 6 " flats }		0.4 mile			
*CHARLESTOWN PLAYGROUND	1891	172,923 31	7,095 11	180,018 42	{ 14 " land / 4 " flats }		99 6.0			
PUBLIC PARK, NORTH END	1893	407,540 24	13,207 12	420,747 36	{ 4 " land } 3 " flats }		0.43 "			
*Dorchester Park	1891	63,239 97	2,789 37	66,029 34	26 "					
FRANKLIN FIELD	1892	155,810 86	65,523 60	221,334 46	,, 11					
*PLAYSTEAD, NORTH BRIGHTON	1894	21,589 63	:	21,589 63	14 "					
General Account		\$6,030,784 23	\$7,161,165 28 73,987 50 29,947 07 13,356 10	\$13,191,949 51 73,987 50 29,947 07 13,356 10						
		\$6,030,784 23 \$7,278,455 95	\$7,278,455 95	\$13,309,240 18 2,162 acres	2,162 acres	36.95 miles	65.21 miles 7.8 miles	7.8 miles	126.9 acres	

* The lands in these parks have been paid for in full.

† An additional area of 34 acres is within the limits of the town of Brookline. Of the above total lengths of Driveways, Walks, and Rides there have been completed to date respectively 21.8 miles, 29.5 miles, and 5.8 miles.

Pending Contracts.

The pending contracts, with the value of the unperformed work, are as follows:

	1	1	1	1	1
Contractor.	Place.	Nature of Work.	Date of Finishing specified in Contract.	Amount.	Unper- formed.
John McNamara	Jamaica Park,	Pine Bank House	Sept. 1, '95	\$19,454 38	\$6,229 38
Lynch & Woodward	66 66	Heating Apparatus, Pine Bank House,		1,465 75	465 75
John S. Potter	66 66	Electric Wir- ing, Pine Bank House,		224 00	36 50
John J. Flynn	Franklin Park,	Refectory Bldg.	May 21, '95	72,355 00	25,120 00
New Jersey Terra Cotta Co	66 66	{ Terra Cotta, Refectory Building }	May 1, '95	9,905 00	405 00
Walker & Pratt Mfg.	66 66	Heating Apparatus, Refectory Bldg.	Nov. 25, '95	1,678 00	578 00
J. F. Bubert		{ Electric Wir- ing, Refect'ry Building }		1,775 00	1,275 00
Craig & Connolly	** **	Plumbing, Re-		6,298 00	6,298 00
Gerry & Northup	Marine Park .	Head House	May 1, '95	83,099 57	1,099 57
Lynch & Woodward	66 66	Heating Appar'tus, Head House	May 1, '95	5,408 00	208 00
E. C. McCarthy & Co		{ Electric Wir- ing, Head House }	May 1, '95	1,571 50	671 50
Poland Laundry Machinery Co	cs cs	{ Laundry Ma- chin'ry, Head House }		2,274 00	1,524 00
Whittier Machine Co	46 46	Elevat'r, Head House		945 00	542 50
Hawkes Electric Co.	66 86	Electric Ma- chin'ry, Head House		2,371 00	2,371 00
Trumbull & Ryan .	Public Park, Wards 6 & 7,	Grading	Sept. 1, '96	41,752 00	35,758 77
				\$250,576 20	\$82,582 97
	l l				

DEVELOPMENT OF THE PARK SYSTEM.

The first definite move of the City Council towards establishing public parks in Boston was made in 1869, when a committee was appointed to consider what action should be taken by the city government to purchase and lay out a public park. This was due to a petition for the establishment of a public park, signed by prominent citizens and firms.

Hearings were given, and an order was passed requesting the Mayor to petition for an act to authorize the city to take lands in Boston or vicinity for park purposes, and an act was passed in 1870. This being prior to the annexation of several of the outlying towns to Boston, the act contemplated the taking of a portion of the land required outside the city limits, and provided for a joint commission, to be appointed by the State and city authorities. The act, although receiving a majority of the votes cast at the State election, failed of approval by the required two-thirds vote.

Mayor Cobb, in 1874, after the annexation of the outlying towns, recommended that action be taken to secure suitable public parks within the city limits, and the subject was referred to a special commission, consisting of the Mayor, two aldermen, three councilmen, and three citizens at large, who submitted a valuable and interesting report advocating the establishment of public parks, and recommending the passage of an act for that purpose. This recommendation was acted upon, and in the following year the present Park Act was passed and accepted by a majority vote at a special election, which occurred June 9, 1875.

The Mayor thereupon appointed T. Jefferson Coolidge, Charles H. Dalton, and William Gray, Jr., as Park Commissioners, who reported in 1876 a scheme for public parks, which has been carried out in its main features, the whole forming a comprehensive plan for improving and beautifying the city and securing the benefit that parks afford. The plan was received with great favor; resolutions were adopted at a public meeting in Faneuil Hall in support thereof, which called for immediate and favorable action thereupon by the city government.

In 1877, the first action towards carrying out these recommendations was taken by the appropriation of about half a million dollars for the purchase of one hundred acres of land and flats in the Full Basin, so called, at the Back Bay. The establishment of a park in this location was considered largely a matter of sanitary necessity.

It was not until 1881 that further action was taken towards the carrying out of the scheme of the Commissioners for a series of parks, when loans were authorized for securing lands for West Roxbury (now Franklin) Park, Marine Park, Wood Island Park, the Charles River Embankment, and the Muddy River Improvement.

In this year, also, the City Council passed the requisite order to take the lands required to incorporate the Arnold Arboretum in the system of parks. This was accomplished after long consideration and under negotiation with Harvard College, the object of the taking being to open the Arboretum to public use by the construction and maintenance of driveways and the policing of the grounds by the city, the Arboretum proper being continued under the care of the college. The good results of this union of interests are manifested by the recent action of the authorities of both the city and college, by which about seventy acres of valuable land belonging to the college have been included within the Arboretum on the same terms as are contained in the original indenture.

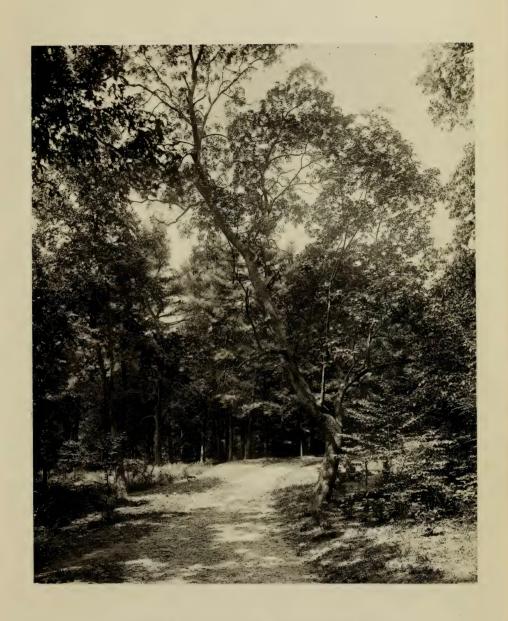
During the first period of ten years from the organization of the Board, relatively little was done in the way of construction. It was felt by the Commissioners that the securing of the lands was the prime necessity, and although some work was done, chiefly in filling and building roads and bridges on the Back Bay Fens, the work of construction had barely begun.

In 1885, the sites of six parks had been secured, and the cost for both land and construction had reached four million dollars. Mr. Dalton, who had served the city as chairman of the Board for nine years, retired, the Hon. Benjamin Dean taking his place.

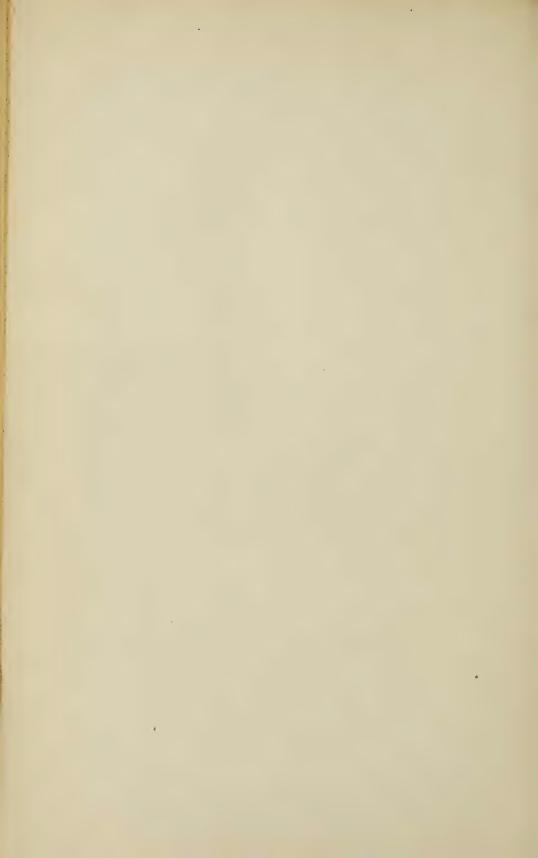
The adoption at this time of the plan for the improvement of what was called the West Roxbury Park made it desirable to assign a name to this location. Although on the confines of the town of West Roxbury, it was equally on the borders of Old Roxbury and Dorchester. The village of West Roxbury lay three miles farther to the westward, through which the West Roxbury Parkway now runs, connecting Arnold Arboretum with the Metropolitan Parks at the Stony Brook Reservation.

A resolution passed in 1882 by the Board of Aldermen, constituting a majority of the trustees of the Franklin Fund, recommended that the hundred years' earnings of the fund, "which will be available in 1891–1892 for investment in some public work," be devoted to the payment of the debt created for the purchase of the West Roxbury Park, in which event it "should be called Franklin Park, in honor of the testator who has so generously endowed his native town."

The Commissioners suggested that a better disposition of the fund than the payment of the park debt would be means for the development and improvement of the park, and voted to adopt the name of Franklin Park, whether the



FRANKLIN PARK, WOODLAND PATH



Franklin Fund should be devoted to this purpose or diverted to some other use, for reasons which were fully set forth in the eleventh annual report of the Board.

The establishment at this time of a low tax and debt limit made the further carrying out of the park scheme a difficult matter. The Board accordingly inaugurated the policy of continuing the work by long-term loans outside of the debt limit, which has resulted in developing the park system in a progressive and comprehensive manner. From 1885 to 1896 the number of park sites, including parkways and playgrounds, has increased from six to nineteen, and the cost has risen from \$4,000,000 to \$13,000,000, the greatest advance having been made since 1890, when Col. Thomas L. Livermore became chairman of the Board. Mayor Matthews also took considerable interest in the park system, and his efforts facilitated the work of the Board, particularly in the matter of construction.

Mr. Livermore was succeeded by Hon. Paul H. Kendricken in 1893, who gave place to Hon. Charles F. Sprague in 1894. Mr. Sprague resigned January 28, 1895, when Hon. John F. Andrew, who was serving a second term on the Board, was elected chairman, and whose death in May, 1895, deprived the city of the valuable services of one whose capacity for public affairs more than once was honored both in the state and nation.

A list of the members of the Board from its organization in 1875 will be found in the Appendix.

PARK CONSTRUCTION.

The work of park construction, carried on during the year, has been mainly that of finishing up many details which remained to be done after the completion of the driveways in the main park system. This work, which is fully

detailed in the report of the City Engineer, printed in the Appendix, may be briefly summarized as follows: The completion of roadways, drains, and plantations on Commonwealth avenue; the raising of Charlesgate bridge and approaches, and raising the grade and resurfacing the drive and walks at Fen bridge; the grading and surfacing of Audubon road between Brookline avenue and the railroad bridge, and the construction of walks, walls, and fences at Riverway and Leverett Park; the completion of boundary walls and gateways at Arnold Arboretum; the laying of water-pipes in Arborway and Franklin Park, and the construction of the reservoir on Hagborne Hill; the grading of Forest Hills entrance and the grounds adjoining Seaver street, including a new entrance to Franklin Park from Elm Hill avenue; the completion of the bathing beach at Marine Park, and the construction and opening of the men's gymnasium at Wood Island Park. A contract has been made for the construction of the beach and retaining-walls on that part of the park at the North End which lies north of Commercial street, the plans having been approved by the Harbor and Land Commissioners and the Secretary of War.

Besides the work above enumerated, which has been done under the supervision of the City Engineer, the Board has completed the head-house at Marine Park and erected a new refectory building at Franklin Park, both of which were fully described in the last annual report, and will be ready for occupancy the coming season. Pine Bank House at Jamaica Park has also been reconstructed for refectory purposes from plans by Edmund M. Wheelwright, which provide for a main restaurant and serving-room on the ground floor, with a terrace on the south side facing the pond, and a toilet-room for men opening from a vestibule under the stairway on the north side. The second floor



contains a dining-room, ladies' parlor, serving-room, and kitchen. The basement is fitted with heating-apparatus, laundry, storage, men's room and toilet, and the attic is provided with accommodations for servants. The house will be ready for occupancy in the spring, and will furnish a much-needed and convenient place for refreshment and shelter, being centrally situated in the stretch of parkways between the Fens and Franklin Park.

Ellicott House at Franklin Park and the tennis-courts at Ellicottdale were opened to the public for the first time last season, and were much frequented by visitors. The new buildings at Charlesbank and Charlestown Heights were also finished and put in use during the season, furnishing accommodations to the public which were much appreciated.

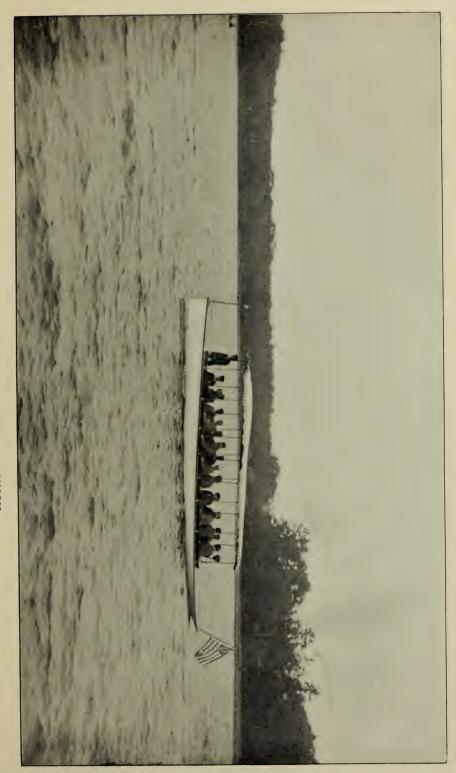
Plans for a building at the Fens, to include a boat-landing, public waiting and toilet rooms, sheds for administration purposes, and to shelter the water-fowl, were prepared by the City Architect, a sketch of which is herewith published. These plans have not yet been approved, although a building to serve similar purposes will be erected when the funds at the disposal of the Board will warrant the expenditure. When this is done, the use of the Fens water for boating and canoeing will become popular, and accomplish some of the objects for which this water park was designed.

Early in the season, arrangements were entered into with William E. Sheldon to equip the park waters with a boat-service proportionate to the requirements of the various locations, so far as the parks were in a condition to permit the same, under a schedule of rates which should render the service popular.

Temporary quarters and landings could only be supplied at first, but it is the intention of the Board to supplement these with boat-storage houses, and to erect permanent quarters as soon as they can be provided. Under the agreement with Mr. Sheldon, boats to the number of one hundred and eighty-four, of the high class called for in the specifications, were supplied at Charlesbank, Leverett Park, Jamaica Park, Franklin Park, and Marine Park. Landings not having been provided at the Fens, many of the canoes called for in the agreement were not put in service, but it is the intention to equip this park the coming season, and also to establish a boating-station at Charlestown Playground. Two electric launches were placed on Jamaica Pond the latter part of the season, and a steam launch and naphtha launch were furnished at Marine Park, there being no facilities at the latter place for obtaining power for electric launches.

The service at Marine Park for ferrying to and from Castle Island was inadequate and difficult of execution, particularly at low tide, when the inside wharf was inaccessible. This has been remedied by the dredging of a channel from deep water to a point near the wharf, and by the building of two steam launches, especially designed for the purpose, which will be put in operation the coming year. A copy of the agreement and specifications for the boatservice will be found in the Appendix.

The Board this year was enabled to provide adequate facilities and the labor required for clearing the snow from the park ponds and keeping the ice in condition for skating. Something had been done for this purpose the previous year by spraying and flooding the men's gymnasium grounds at Charlesbank and Wood Island Park. A photograph of the latter place, taken in 1895, before the erection of the gymnastic apparatus, will show to what extent the facilities afforded at this remote ground were availed of by the public. The result of the efforts of the Board in this direction during the winter is fully detailed in the City Engineer's report, together with views of the apparatus in operation.



JAMAICA PARK - ELECTRIC LAUNCH.



In addition to the care of the ice at Charlesbank for skating, the Board is trying the experiment of keeping open the bathroom connected with the gymnasium for free baths during the winter.

The remaining work on the park system, if the plans of the landscape architects are carried out in full, was estimated, at the beginning of last year, to require about five million dollars, as follows:

Completing	sect	ion	of Fer	ns no	orth of	Bea	con		
street							•	\$100,000	00
Completing Riverway, including a new bridge									
at Longw	boo	avei	nue					122,000	00
Leverett Pa	rk							100,000	00
Jamaica Par	rk					•		100,000	00
Arborway .						•		125,000	00
Arnold Arb	oreti	ım,	extens	sion		•		100,000	00
West Roxbu	ıry I	Park	way			•	•	500,000	00
Franklin Pa	rk							865,000	00
Franklin Fi	eld							50,000	00
Dorchester :	Park					•		50,000	00
Dorchesterv	vay a	and	Strand	lway				1,200,000	00
Marine Park, including Castle Island 1								1,100,000	00
Public Park	, No	rth	End			•		150,000	00
Wood Islan	d Pa	rk						300,000	00
Charlestown	Pla	ver	ound					125,000	00

Work aggregating about \$500,000 has since been done or provided for by appropriations.

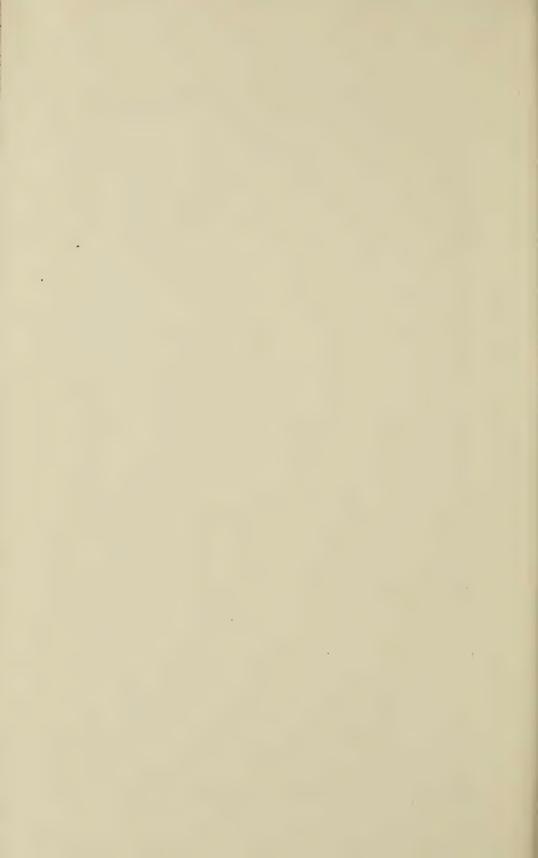
Some of the estimates were made up from insufficient data, because detail plans were lacking; but the table represents approximately the comparative cost of completing the parks at the time the estimates were made, and it will, therefore, serve the purposes of this report.

With the exception of the Strandway, it is not so essential that the work of construction should be pushed with such rapidity as the preceding work of opening up the parks and parkways to public use. A loan of one million dollars during the coming year should be provided. This will enable the Board to settle outstanding land damages amounting to about \$200,000; to continue the general work of the day-labor force: to construct the Longwood bridge, which is dependent upon action by the town of Brookline, also to meet the expense of the bridge at Forest Hills, which will carry the railroad over the parkway, and which is now under construction by the railroad company; to build driveways at the Arboretum and West Roxbury Parkway; to complete the park at the North End, and to erect much-needed buildings there and at Castle Island, Franklin Park, Franklin Field, Jamaica Park, the Fens, and Charlestown Playground.

As the parks assume a more finished aspect, the comfort of the public using them should receive the first consideration; hence the necessity for the erection of the above-mentioned buildings. The construction of the boundary roads of the parkways is required for the proper development of the adjoining territory, and the resulting increase of taxable values on land and new buildings erected will inure to the benefit of the public treasury.

The contemplated improvements at Marine Park and Castle Island and some of the work at Franklin Park can be postponed for the present, if that course is considered expedient for financial reasons. The rest of the work can be done with moderate annual appropriations of such amount as is required to maintain the present working force. A smaller force would be less economical, while the progress made with it would be too slow to suit the public demands.

WOOD ISLAND PARK - SKATING AT THE GYMNASIUM GROUNDS.



STRANDWAY.

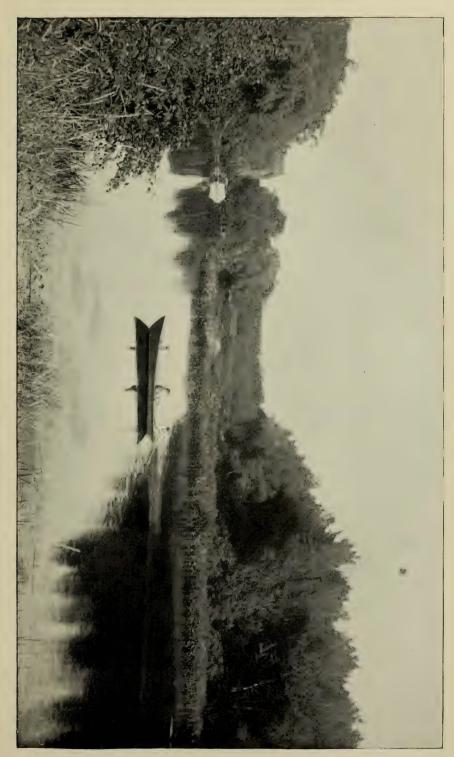
The plans for the construction of that part of the Strandway between Marine Park and O street, where will be located the yacht-clubs and boat-houses, have been prepared and accepted by the Board, and contracts will soon be advertised for this section of the work. The intention of these plans is to concentrate the yachting and boating interests at the point nearest the anchorage, leaving the rest of the Strandway comparatively free from anything of the kind. The result of driving out the private vards. where boat building and repairing is now carried on, will no doubt be inconvenient at first to the yachting interests, but it is expected that vards in other locations not far removed from the vachting centre will soon take their places. removal of the business from this location will be a great advantage to real estate in this section of South Boston, in addition to the improvement which will be brought about by the construction of the Strandway, and the added value to the adjoining lands for dwelling-house purposes. The increase of the present appropriation to three hundred thousand dollars, recommended by the Mayor in his inaugural address, will enable the grading to be done as far as H street, and it is to be hoped that the City Council will second the Mayor's proposition.

The building of the Strandway from H street to the Old Colony railroad will shut in a considerable area of marsh and flats, at the head of the bay, from the flow of the tide, except through such sluices as may be provided for the purpose. The territory is held by a number of owners, any of whom would find it exceedingly difficult, if not impossible, to fill his land independently of the others. The impossibility of securing concurrent action in this respect, and the chance that the enclosed area would become unsanitary

if left to individual efforts of improvement, are such that the problem would seem to justify an appeal to the General Court for the power to treat the matter in a comprehensive way, similar to that taken in the case of the Miller's river flats, which were filled by the city under a special act which authorized the assessment of the cost upon the estates benefited. The filling could be done at the minimum expense by hydraulic dredges, and, with the construction of streets under the highway act, the whole area would be reclaimed and prepared for a market which its sightly location would command. The Board recommends that the next Legislature be petitioned for authority to carry out the plan.

ARNOLD ARBORETUM AND BUSSEY PARK.

Mention was made in the last annual report of the Board, of the proposed extension of the Arnold Arboretum to take in the Bussey property on Peters Hill. This enlargement of the Arboretum was made under authority of a special act of the Legislature, which will be found in the Appendix, together with a copy of the indenture made with the President and Fellows of Harvard College. The agreement follows in general terms the original indenture of 1882, and provides for the additional name of Bussey Park to that of Arnold Arboretum. Grading plans for the drive on the north side of the hill from South to Walter streets have been prepared, and as the agreement calls for the construction of this driveway within two years, nothing should be permitted to delay the work. The Board is about to install a stone-crushing plant in the quarry reservation on Bussey street to obtain material for use on the roads to be constructed in the extension of the Arboretum and in other parts of the park system.



NEPONSET RIVER NEAR MATTAPAN.



NEPONSET VALLEY.

House Bill No. 143, accompanying a petition of Charles F. Adams, 2d, and others, looks to the authorization of the Metropolitan Park Commission to appropriate lands and construct roadways or boulevards from Squantum Head, in Quincy, to Boston, and to the Blue Hills Reservation. plan outlined in the proposed act is to secure the preservation of the natural features of the shore from Squantum Head to Merrymount Park, in Quincy, by the construction of a parkway along the shore, connecting with the Blue Hills Reservation, and by a branch with the Neponset river near the Hancock-street bridge. This Board was asked to publicly favor the plan as a reasonable scheme for the development of the southern part of the Metropolitan District, and as a benefit to the city of Boston. While not opposed to the plan, the Board declined to take any active interest in the matter, believing that any scheme for parkways in this part of the Metropolitan District should be sufficiently comprehensive to include the borders of the Neponset river to Hyde Park, particularly as the land along the river at Mattapan is being developed for building purposes, and the beauties of the river banks, shown in the accompanying photograph, will be quickly destroyed unless secured for park purposes.

DORCHESTER PARK.

The landscape architects have submitted a preliminary plan for the improvement of Dorchester Park, which has not been adopted for the reason that it includes property now in the possession of the Convalescents' Home of the City Hospital, and the Street Department ledge lot on Codman street. The Board is of opinion, however, that the plan merits consideration, and will confer with the Mayor and the

trustees of the hospital with a view to reconciling the various interests affected.

RESTRICTIONS ON PARK FRONTAGES.

The conditions which the Board has seen fit to impose upon abutters who desire to open frontages from their lands to the roadways, which have been constructed on the borders of certain of the parks and parkways, are as follows: First, that the use of the premises shall be limited to dwellings and their accessories, no livery or public stable, or mechanical or mercantile business to be permitted; second, that dwellings shall not exceed seventy feet in height or be disfigured on top with clothes yards in view from the driveways; third, that the cost of buildings shall be such as to exclude undesirable tenements; fourth, that the front walls of buildings shall not be placed nearer the park line than twenty or twenty-five feet, according to the location, and that within the space thus reserved only the usual projections appurtenant to the front walls of buildings, such as steps, porticoes, piazzas, bays, and oriel windows, shall be permitted.

These restrictions are no more onerous than owners of large tracts in dwelling-house districts usually impose, of their own free will, upon purchasers of their property, except in the limit of the height of buildings. The desirability of this restriction has lately been exemplified in the apartment building now being completed on Commonwealth avenue at Berkeley street. It is fair to assert that had such a contingency been foreseen, the Commonwealth would have placed a similar restriction upon its lands, and it can readily be believed that other owners of houses on Commonwealth avenue would have welcomed such a restriction as would have saved the avenue from so great a disfigurement as the erection of the apartment-house referred to.

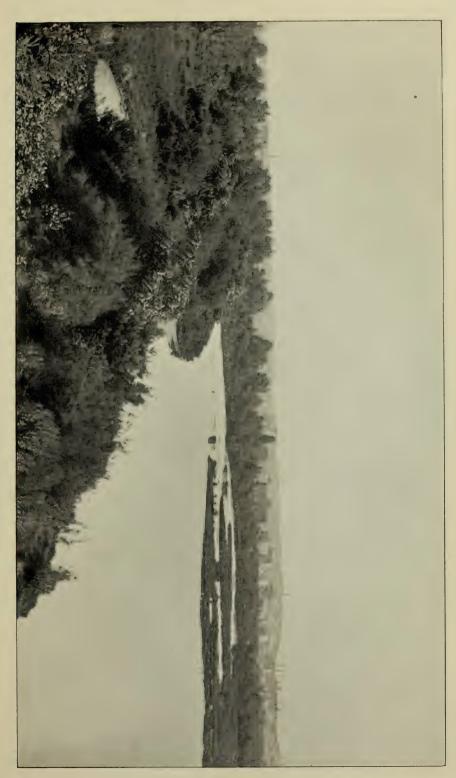
A large part of the entire frontage from the Fens to Franklin Park has been brought under these restrictions by agreement with the owners of the lands. There are two or three isolated cases of lots having little depth, and fronting on other streets, where the imposition of the restrictions would prove a hardship, and the owners are therefore disinclined to join in the agreement. To meet such cases, the Board, with the consent of the Mayor, has petitioned the Legislature for an amendment of the act authorizing the establishment of a building line on public ways, so as to make its provisions applicable to parks, parkways, and boulevards, and to include a provision with reference to the height of buildings to conform to the usual park restrictions.

Some slight variations in the restrictions above mentioned, which have been placed upon lands fronting on the parkways, having occurred, such as a height of sixty feet for buildings, as at first required, instead of seventy feet, as now fixed, it would seem desirable in the matter of uniformity of restrictions to adjust these differences by mutual agreement. Such an instrument would require the approval of the Mayor and the authority of the City Council to make it binding on the city. An order prepared by the Law Department will be submitted later for such action.

The placing of bill-boards on lands bordering the parks and parkways has become such a nuisance as to call for some means for regulating the business. The report of the landscape architect deals with this subject, and the Board recommends that legislation be applied for on lines therein suggested.

PARK POLICE.

By an act of last year to amend the charter of the city of Boston, the park police were made regular police officers of the city, and were placed under the control of the Police Board. This action was taken against the judgment of this Board, and it may be assumed that the result of the action. so far as it has been tried, is not satisfactory. police was composed chiefly of veterans of the war of the Rebellion, who would not be considered, physically, up to the standard required of candidates for the regular force. They were not alone police officers, whose duty it is to deal with criminals, but they were more properly park guards or guides, or keepers, similar to those in the parks of most American and foreign cities, who are directly under the authority of the Park Boards; this having been proved to be the most practical method of caring for park property. The pay of these men was somewhat less than that of the regular police, and they were not entitled to a pension on retirement. A part of the force was employed only in summer, and additional men were employed on holidays and Sundays, thus enabling the Board to double the force at the times when the parks were most largely occupied. der this policy, the park guards were a more efficient and much more economical body than the men now detailed for that duty, although the personnel has not been changed. This Board believes that the action transferring the force to the Police Board was not well considered, and the result of the new system will in the end be detrimental to the interests of the parks; but as the change has come about by the direct action of the Legislature, against an adverse committee report, there seems to be no remedy unless by a reversal of this action by the General Court. Meanwhile, the police force now employed for service in the public parks should, in the opinion of the Board, be supplemented by special men in the employ of the Department, who could act under its direction and carry out its orders and regu-



THE FENS-VIEW FROM BOYLSTON BRIDGE.



lations regarding the use of specified portions of the parks, such as the playgrounds and picnic groves, the regulation of traffic, the opening and closing of the park gates at certain hours, and similar duties. A bill to accomplish these purposes by authorizing the employment of such special men as may be deemed necessary, in the manner in which corporations now employ special police within their precincts, will be submitted to the Legislature with the approval of the Mayor.

PUBLIC PARKS AND REAL ESTATE.

With regard to the influence of public parks on the neighboring real estate, no recent figures have been made. In 1890 the Board published a statement of the increase in value of the Back Bay lands since the establishment of the park. By this table it will be found that the land alone was trebled in value in thirteen years, while the valuation of land in the rest of the city during the same period increased only eighteen per cent.

The increased taxes on this land, without including the buildings erected, aggregated over two million dollars—a sum more than sufficient to pay the entire cost of the improvement at that time. The increased taxes on new buildings erected on these lands yielded one and one-half millions more of revenue.

While the increase in the value of the lands adjoining other parks of the city has not shown a like phenomenal growth, present indications point to a largely increased revenue from this cause in the future, which may justify the opinion expressed in the earliest report of the Board that the establishment of public parks will have the tendency to lessen the rate of taxation instead of increasing it.

The cost of the land taken for the Back Bay Fens aver-

aged about twelve cents per foot; the cost of improving the site brings the present cost of the land up to fifty-two cents per square foot, while the adjoining land is selling at three dollars to five dollars per foot, although the growth of the city has not as yet brought very much of it into the market.

The cost of Franklin Park land averaged about seven cents per foot, and the cost of improvement about an equal amount, or a total of fifteen cents per foot, which is a moderate valuation for this magnificent property, where land adjoining will bring from fifty cents to a dollar per foot.

The same result is shown in the case of the whole park system, the average cost of which to-day is only six cents per foot for the land and about eight cents per foot for improvements.

The total cost of the entire park system, after all contemplated improvements are made, as now estimated, will not exceed twenty cents per foot. It is fortunate that a system so complete and admirable in every respect could have been secured and built at such a moderate cost.

Respectfully submitted,

EDWARD C. HODGES, FRANCIS A. WALKER, LABAN PRATT,

Commissioners.

JANUARY 31, 1896.

APPENDIX.

LANDSCAPE ARCHITECT'S REPORT.

Brookline, Mass., January 27, 1896.

Edward C. Hodges, Esq., Chairman of the Park Commission, Boston, Mass.:

SIR: The following notes of our doings in connection with the work of the Boston Park Commission during the year 1895 are respectfully submitted:

Comparatively slow progress has been made during the past year in the execution of the adopted designs for the several unfinished parks and parkways. Charlesbank and Charlestown Heights, the Fens, the Riverway, and the Arboretum (except the newly added area) may be fairly called completed, but the designs for Leverett, Jamaica, Wood Island, Marine, and Franklin Parks have thus far been only partially executed. The design for a pleasure ground at the North End, adopted and published last year, has been put into the form of working drawings, and construction has begun under direction of the engineer in charge. The comparatively small areas preëmpted by the Commission for pleasure grounds for Dorchester and Brighton are yet to be designed, as is the Peters' Hill addition to the Arboretum and the newly acquired parkway extending from the Arboretum to Bellevue Hill and Stony Brook Reservation. Plans for the Dorchester recreation ground, for the addition to the Arboretum, and the West Roxbury Parkway will be prepared during the coming year. The Brighton, or Barry's Corner, Playground cannot well be planned until the treatment of the Charles River Reservation, upon which this ground abuts, is more clearly determined by the Metropolitan Park Commission.

In spite of the decreased activity of the Department of Construction, numerous minor adjustments have been required in the plans for special works or localities. For example, the plans for walls and approaches in the immediate vicinity of the Refectory in Franklin Park have been revised, and detailed working drawings prepared. The plan for that portion of the Strandway which is to be occupied by yacht clubs has been improved. The plans for the stone viaduct by which the Providence railroad is to cross the Parkway at Forest Hills have been made to include an archway for the side road on the north, as was originally intended.

Reports have been filed advising against the undertaking of several works suggested by persons interested in the development of the parks; for example, against roofing the temporary bridge to Castle island; against the immediate building of the proposed public wharf at the southern end of Q street; against constructing an observation tower in the Arboretum; and against the establishment of a swimming-school at Jamaica pond until Jamaica Park shall be nearer completion.

During the winter of 1895, steps were taken by the Commission to establish a service of pleasure boats at Marine Park, Charlesbank, Leverett and Jamaica Parks. As boats are often very disfiguring to the scenery of ponds, we were concerned to secure the use of none but the neatest and best-looking craft. The excellent boats eventually supplied by the contractor, Mr. Sheldon, accorded with the prescriptions of his contract, and it was unfortunate that the Commission was able to provide the boating public with only the cheapest and most temporary accommodations at the landings.

Perhaps the most important questions which have arisen during the year have been connected with the parkways and the boundary roads of the parks. Commonwealth avenue, between the Public Garden and Massachusetts avenue, presents an opportunity for the eventual development of a dignified and noble rectilinear parkway. As at present constructed, the details of the avenue are only crude and cheap makeshifts; and such they had better remain until the time comes when the city and the adjoining land-owners shall be able to invest half a million dollars in providing the uniform sidewalks, the evenly spaced trees, the archi-

tectural curbs, posts, ramps, seats, flagstaffs, and candelabra, which, with well-placed monuments, will cause the avenue to fulfil its highest possibilities, and bring to the city and the State fitting returns for the expenditures of each. Meanwhile, it is much to be regretted that, while suitable restrictions have been imposed upon abutting land-owners with respect to a uniform "building line," no corresponding restriction is in force respecting the height to which structures may be carried. The effect of the architectural perspective will, of course, be ruined if the retreating sky lines are permitted to become excessively irregular. The uniform building line agreed to by all owners is undoubtedly a benefit to all; for a building pushed forward beyond the line would damage adjacent property, as well as the general appearance of the avenue. A building carried upwards beyond the usual elevation is similarly damaging in the financial as well as the æsthetic sense. It is to be hoped that the opportunity for the making of a really splendid Commonwealth avenue may be saved for the next generation by the immediate limitation of the height of adjacent buildings to something much below the present statute limit of 125 feet.

Along the curvilinear lines of the roads bordering the Fens, and Leverett and Jamaica Parks, few new houses have yet been built, but many will appear before long. The broad sidewalks adjacent to these building lands are constructed with a continuous strip of turf 5 feet wide adjacent to the curb or gutter, and in these strips shade trees are planted at regular intervals. long as the adjacent private lands remain unoccupied, these planting strips serve simply as a neat finish for the edge of the driveway, while the walk itself is surfaced with gravel only. Where detached houses already exist, or when such are constructed, the sidewalks may advisably be finished with macadam, and the paved surface carried through the planting strip to the edge of the roadway midway between trees, but not otherwise. Where blocks of houses already exist, or when such are constructed, curbs should be set and the whole width of the sidewalk paved, preferably with brick (on account of the air and moisture which will thus be accessible to the tree roots); but it would be well for the Park Commission to provide suitable iron gratings to be inserted in the brick pavement about each tree. When private carriageways are permitted to cross these sidewalks, they should not be depressed and curbed like street roadways, but should rise from the gutter nearly to the sidewalk level as quickly as possible. Every effort should be made to preserve uniformity in the paving of the sidewalk, and regularity in the spacing of the sidewalk trees.

From the Fens to Jamaica Park, these side roads of the parks and parkways are already built to their full widths, save for the sidewalks. The boundary roads are also finished in accordance with the plans along the eastern and southern borders of Jamaica Park and part of the eastern border of the Arboretum. That part of Seaver street which forms the northern side of Franklin Park has been completely finished. The side roads remain to be built along the Arborway, while the boundary roads on the northern and western borders of Jamaica Park and the southern and western borders of Franklin Park have not yet been even planned in detail.

Blue Hill avenue, forming the eastern boundary of Franklin Park, is now in process of widening, in accordance with plans drawn up by the Street Commissioners after several consultations. The plan adopted pushes the west side line of the avenue 45 feet into the park. When finished, the new avenue will have here a total width of 110 feet, subdivided as follows, counting from the eastern side: sidewalk, 10 feet; planting strip, 5 feet; roadway, 48 feet; electric-car reservation, 32 feet; and path, 15 feet. The nearest point on the important circuit road of the park will be only 160 feet distant from the widened avenue, but the Street Commissioners have agreed to construct an intervening ridge with material excavated elsewhere in the course of their works, while plantations of trees will complete a suitable dividing screen.

Plans for the advisable rectification and widening of Canterbury street and Morton street, forming the southern and western boundaries of Franklin Park, are now under discussion. Canterbury street may very naturally become the route of an electriccar line, in which case a separate track reservation should be provided on the park side of the roadway. In consequence of the extension of Forest Hills Cemetery, Morton street, where it borders the park, has ceased to be a street in the ordinary sense, and has become a traffic road, traversing public lands, and leading south-east from Forest Hills, just as Glen road leads in the same direction from Jamaica Plain. Such roads, having no buildings along them, and so being free from all danger of obstruction by standing vehicles, need never be so broad as ordinary streets. If Morton street should be reconstructed with 10 feet of single sidewalk, 5 feet for tree planting, and 35 feet for roadway, it would doubtless prove amply wide.

Along the western borders of the Arboretum, the old highways known as Centre street and Walter street ought to be similarly widened before the number of abutting buildings increases. When the northern part of West Roxbury shall become a little more densely inhabited, Centre street will almost necessarily become the route of an electric-car line, and the street ought to be laid out accordingly before the operation becomes costly.

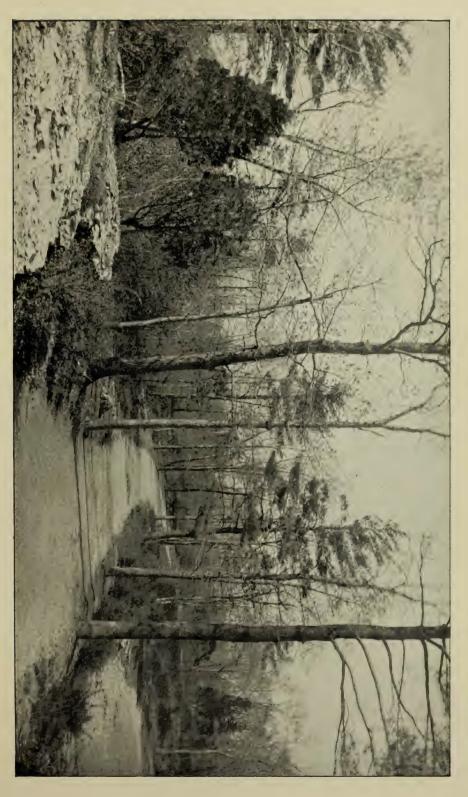
Upon private lands adjacent to several of the boundary roads and parkways, huge advertising boards or "hoardings" have been set up during the past year, to the disgust of all sensible persons. Throughout the State, similar advertising has greatly increased of late, "hoardings" being placed on private lands within view of all the principal railroads and highways. It seems that the Public Statutes permit the painting or posting of advertisements on natural or artificial objects, wherever the consent of the owner can be obtained by the advertiser. Moreover, the penalty attached to such painting or posting without consent is very small, while the difficulties in the way of catching offending persons are great. It is obvious that the conditions are favorable for a rapid increase of the advertising plague throughout the country, until the vacant lands adjacent to every muchfrequented spot shall all be adorned by reminders of soaps, pills, and tonics.

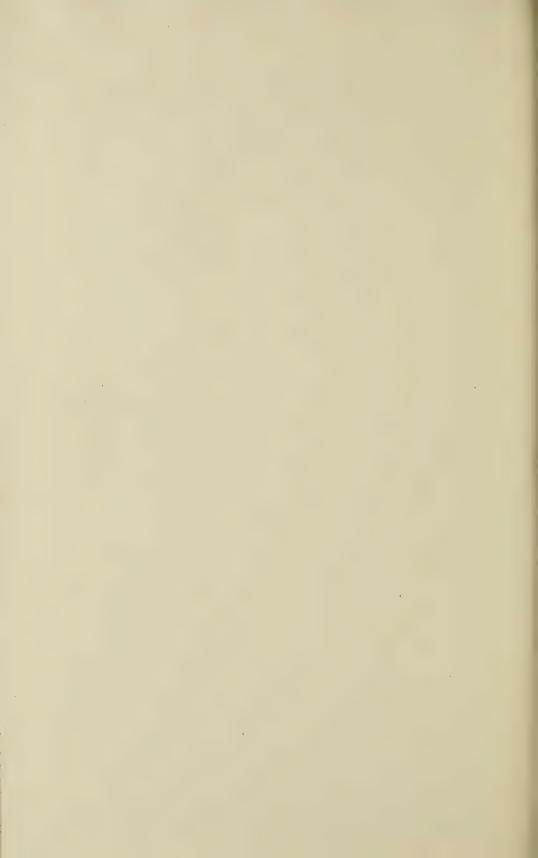
That such advertising is in many places damaging to public interests, and even to private property, cannot be doubted. It

should be allowed only as the keeping of dogs, the building of stables, the opening of drinking-saloons, and the giving of public entertainments are allowed in civilized communities; namely, upon permit granted by police commissioners or selectmen. Public opinion undoubtedly condemns such advertising along the Boston parkways, and it is lamentable that the statutes are so far behind the times as to prevent the execution of the public will in this matter.

The Boston parks, after nearly twenty years of effort, have only lately reached that stage of development which enables the general public to begin to understand what parks really are and what the designing of them means. Crowded populations need space for exercise, for air, and for obtaining the refreshing sense of openness, and the sight of sky, distance, and landscape, of which they are so completely deprived in the streets. Adirondacks, the White Mountains, and the Maine woods supply for many persons who can afford to travel to them the needed antidote to city life. The nearer, more thoroughly humanized and yet unsophisticated landscape of rural townships affords annual refreshment to thousands of others. For the recreation of those who must remain in town, why is it not possible to purchase an attractive and acceptable rural area, comprising woods, fields, streams, and ponds, and preserve it forever in that charming condition which is the product of the natural partnership of man and nature? No gravel paths are half so charming as the turfed wood-roads of New England farms, no shrubbery so pleasing as those which nature rears along the farmer's walls, no pools so lovely as those which, fringed with natural growths, fill and drain away according to the season and the supply of the rain.

Possibly it is a pity that such preservation of rural conditions in public parks is impossible, but that it is impossible is certain. The woodland and the farming land, the embowered pond, the river banks, which possessed such fresh beauty and such virgin charm so long as they were frequented merely by the farmer and his boys, occasional sportsmen, or the owners of the country seat, will inevitably be despoiled of much of their attractiveness when they are invaded by thousands of persons every week or





afternoon. The undergrowth of the woods is soon broken and trampled, the beautiful fringe of the little pool is reduced to mire, the old trail along the river bank is soon worn so wide and deep that the roots are exposed and the trees slowly killed. But, because it is thus impossible to preserve the charms belonging to the quiet country-side, is it necessary to abandon the attempt to secure for city people some measure, at least, of that refreshment which they so sorely need? The Boston parks, incomplete as they still are, already answer this question in the negative. Formed slowly, in accordance with well-studied plans, it is now evident that Charlesbank and Charlestown Heights, the Fens and the Parkway, Leverett, Jamaica, and Franklin Parks supply, each in its own way, kinds and means of recreation both helpful and valuable. Fresh air and exercise in pleasant surroundings are obtained at the two first-named places. The Fens and Parkway will furnish miles of agreeable roads which, with all the adjacent houses of the future, will command views of stream-side scenery very unusual in the midst of a city. Lastly, in Franklin Park there is found a leafy screen which hides the town, a breadth of view, an openness, a peculiar kind of scenery, which, in spite of necessarily broad roads and gravel walks, is very refreshing, interesting, and beautiful in a high degree. Such park scenery bears little resemblance to either the ideal landscape of painters or the so-called natural landscape of farms, orchards, and wood-lots. No designer of parks has ever pretended to imitate either of these kinds of landscape, and no sensible person will criticise a park for the absence or presence of either. It is the calling and duty of the conscientious landscape architect to devise ways of arranging land and its accompanying landscape so that whatever the particular purpose in view may be, the result shall be as thoroughly convenient and at the same time as thoroughly beautiful as possible. This is the problem which presents itself in countless forms — in the smallest suburban lot and the finest country-seat. the new seaside pleasure resort and the new factory town, the public school-boys' playground and the ornate city square. The country park of a great city presents this universal problem in

one of its most difficult phases. Such a park is a tract of land dedicated to a particular purpose, namely, the refreshment of the bodies and souls of great numbers of people. In arranging land and landscape with this purpose in view, it is undoubtedly desirable to follow as far as possible the dictates of poetic and artistic feeling for breadth of composition and picturesqueness of detail. On the other hand, it is a law of nature which must not be forgotten, that satisfying beauty springs from fitness or adaptation to purpose much more surely and directly than from added ornament or the most careful imitation. At all events, it is in this faith that the undersigned have worked for years upon the plans and designs of the Boston parks, with what measure of success only time can determine.

Respectfully submitted,
OLMSTED, OLMSTED & ELIOT.

CITY ENGINEER'S REPORT.

JANUARY 31, 1896.

Mr. Edward C. Hodges, Chairman Board of Park Commissioners:

Sir: I herewith submit the following report of the work done, and of the matters of interest in connection with the work placed under my direction, by your Board, the work being continued under the immediate charge of Assistant Engineer E. W. Howe:

COMMONWEALTH AVENUE.

The construction of the driveways from Arlington street to Beacon street was completed so late in the season of 1894 that it was necessary to do considerable work in the spring to put them in proper condition.

A drain was built from near the Ericson statue to the covered channel of Stony brook to take the surface water from that portion of the avenue between Massachusetts avenue and Charlesgate East, and the old catch-basins which were formerly drained by the leaching of the water through the ground were connected with this drain.

A cross-walk has been laid across the avenue at Kenmore street. The plantations, where they abut on the cross-streets, have been graded so as to turn the water from them and the central path into the gutters, in order to prevent its flowing across the sidewalks.

In the summer the trees were badly infested with the Orguia leucostigma, or tussock moth, and a number of boys were employed for the purpose of destroying the cocoons and eggs of the first brood of the moths. The caterpillar hatched from the eggs laid the previous fall completes its work of destruction in June, and then spins its cocoon in crevices of the bark of trees or other sheltered spots; the moth emerges about the twenty-first of June. and lays its egg upon the surface of the cocoon; the eggs hatch in a few weeks, and a second brood of caterpillar's attacks the foliage of the trees; these, in turn, go through the various stages of development and deposit their eggs in the same manner as before; these eggs do not hatch until the following spring. The eggs can be readily found and easily destroyed when the trees are free from foliage. The work which was done in July and August was much more difficult than it would have been if done in the winter, but it was very satisfactory, and very little damage was done by the second brood of caterpillars, and very few of the eggs can now be found. The trees will be thoroughly examined during the coming month, and all eggs found destroyed, so that there will probably be little damage done by this insect during the next summer.

THE FENS.

The bridge over the Boston and Albany railroad on Charlesgate West having settled so as to interfere with traffic on the railroad, it was closed to travel in May; the bridge superstructure was raised 17 to 20 inches, and the abutments and adjoining retaining walls were built up to the new grade, the sidewalks and driveway on the approaches were brought up to grade and resurfaced, and the curbstones reset.

A portion of the drive and walks adjoining Fen bridge, which had settled so that they were not properly drained, were raised and resurfaced.

Stone seats and a curbing have been built around the foundation of the John Boyle O'Reilly statue on the triangular area at the junction of Boylston entrance with the Fenway. The foundation for the monument was built in 1894.

RIVERWAY.

Drives, Rides, and Walks.—The only work under this head during the year has been the surfacing of that portion of Audubon road between Brookline avenue and the Boston and Albany railroad. This has been completed, with the exception of the boundary walk and a part of the walk near the administration building. Granite steps have been built, leading from the walk to the entrance to the building.

Wall. — Ninety-five lineal feet of retaining wall have been built between Longwood avenue and Park street on the line of the parkway, connecting two sections of wall previously built.

LEVERETT PARK.

Walks. — All of the walks, except those on the hill north of Ward's pond, have been finished.

Walls and Fences. — The walls on Perkins street were pointed in the spring, and an iron fence 261 feet in length was built on top of the wall on the easterly side of Chestnut street.

Miscellaneous. — A temporary boat-landing was built on Leverett pond. Repairs have been made to the pumping-station building and machinery, and a new drain built from the pump well. A sewer has been built by the Street Department from Pond avenue through the park drive to Castleton street, and a branch is now being built from Castleton street to Perkins street.

The grounds prepared for planting in 1894 have been planted or seeded, but much remains to be done.

JAMAICA PARK.

Boating Service. — Three temporary boat-landings have been built; the permanent landing near Pond street was floored over with plank and a canvas-covered shelter built upon it. A wire was laid underground from Centre street to the boat-landing for



JAMAICA PARK -- CLEARING ICE AFTER SNOW-STORM.



the purpose of supplying electric current to the electric launches, two of which were put into service in July. A large number of row-boats and canoes were also put into service at the same time.

Refectory.— The Perkins mansion, while in process of reconstruction for use as a refectory, was burned on March 5th. Nearly the whole of the interior and the roof were destroyed, but the walls were not materially injured. New plans were at once prepared by the architects, Messrs. Wheelwright and Haven, and the work is now nearing completion. A sewer is being built to connect the building with the sewer in Jamaicaway at Perkins street.

Miscellaneous. — A short flight of steps has been built on the walk leading from the northerly end of the pond to Jamaicaway.

Repairs have been made to the gate-house and to the conduit across Perkins street.

ARBORWAY.

No work has been done except at the crossing of the New York, New Haven and Hartford railroad, where the railroad company have begun the erection of the bridge which is to carry the railroad over the parkway and Morton street.

About 350 feet of water-pipe on the line of pipe leading from Jamaica pond to Franklin Park has been laid at the above crossing.

ARNOLD ARBORETUM.

The boundary wall on Centre and Walter streets has been finished, and the walls and posts for a gateway at the Forest Hills entrance have been built.

Plans are being prepared for a stone-crushing plant to be located on the reservation in the extension of the Arboretum, south of Bussey street.

WEST ROXBURY PARKWAY.

Considerable work was done on the topographical survey in the early part of the year, but it was discontinued on account of the press of other work. Work on the survey has, however, been recently resumed.

The exterior lines of the Parkway have all been marked on the ground by stone bounds.

FRANKLIN PARK.

Forest Hills Entrance. — The bridge, which was nearly finished a year ago, and described in the last report, has been entirely completed. The drains have all been built, and a portion of the drive surfaced. The ledge at the junction with Circuit drive has been removed.

Seaver Street. — The walks and slopes on the park side of the street have been finished, and trees have been planted on the northerly side of the street. The road from opposite Elm Hill avenue to the westerly end of the Greeting has been completed.

Refectory. — This building, begun in 1894, is not yet finished, but it is expected that it will be early in the spring. The wall supporting the terrace in front of the building was finished early in the year. The drive leading to the refectory from the Greeting is nearly sub-graded, and a wall is being built on the westerly side of it.

Water Supply. — Water-pipes have been laid from Forest Hills street to the reservoir on Hagborne hill. There yet remain about 4,000 feet of pipe to be laid on Arborway to complete the line from Jamaica pond to the reservoir.

The reservoir is completed and ready for use. It is entirely below the original surface of the ground, and was excavated chiefly in rock, the bottom resting entirely on rock. This would have made the cost of the reservoir excessively high, except for the fact that the excavation served as a quarry, from which material for road surfacing was obtained. Inasmuch as the level of the water in the reservoir could not well be kept at a constant height, and its appearance, if exposed, would be unsightly, it was thought best to have it covered.

The side walls are perpendicular, of American cement concrete, with a thickness nowhere less than one foot, the remaining space between the concrete and the ledge being filled with dry rubble.

Brick piers, 16 inches square and 10 feet high, and 10 feet apart, were built for supporting the roof. On these piers arched ribs of brick masonry were built, running lengthwise of the reservoir, the rise of the arches being 1 foot, the span 8 feet 8 inches, the width 16 inches, and the thickness at the crown 8 inches; the spandrels were levelled up to the top of the arches. The ribs, together with the side walls, serve as supports for the cylindrical arches, of which there are seven, running lengthwise of the reservoir; these latter arches are of Portland cement concrete, with a rise of one foot in a span of 8 feet 8 inches, and are 8 inches in thickness. Manholes were built in each longitudinal arch.

The bottom of the reservoir is covered with a layer of American cement concrete 6 inches thick. The bottom and the side walls were covered with a layer of Portland cement mortar ½ inch thick, and then the whole surface of the side walls, bottom, and piers were covered with two coats of pure cement wash.

The top of the reservoir is covered with loam with a least depth of 21 feet.

The 10-inch force main, which also serves as a supply main, branches in a manhole just outside the reservoir and near one corner; each branch is provided with a gate and check valve. The branch which supplies the reservoir enters about 6 inches above the bottom, and is carried diagonally across the reservoir nearly to the farther corner, where it ends in a globe-shaped casting with an opening on top; the pipe is supported on brick piers. The branch which serves for an outflow pipe passes under the bottom of the reservoir a short distance, and terminates with an opening at the level of the bottom; it is embedded in concrete.

At the northeasterly corner there is an outlet for draining the reservoir and an overflow pipe; this outlet is connected with the drainage system of the park, so that by its use water can be supplied to the ponds in the park.

The reservoir covers an area of 9,723 square feet, and has a capacity of 851,000 gallons, which is estimated to be a week's supply, in the driest time, for water-carts on the drive between

the reservoir and Jamaica Park, and also for supplying the loss by evaporation from the ponds in Franklin Park.

Overlook Building. — Changes were made early in the year in the basement of this building in order to enlarge the women's lavatory about one-half.

Ellicottdale and Cottage. — The cottage was opened in June, with a matron in charge, and was kept open until November 14. There were a great many visitors, and the dressing and bath rooms were largely used by tennis players.

Tennis courts were laid out on the field, the department furnishing the poles and keeping the courts marked. The players provided their own nets, balls, and rackets, which they could check and leave in the cottage when not in use. The use of this ground is destined to be very popular. Its existence is not generally known, but it was no unusual sight during the past summer to see twenty courts occupied at one time.

Miscellaneous. — A temporary boat-landing was built at Scarboro pond, and a boating-service was maintained here through the season.

A donkey service was established for Sundays, and was very much enjoyed by the children.

The number of sheep is now 221, there having been 82 sold in the fall.

FRANKLIN FIELD.

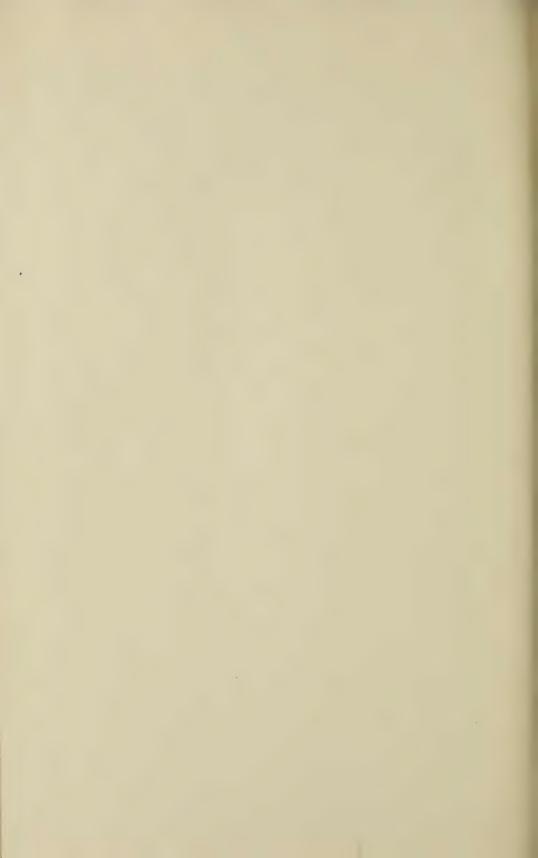
A wooden fence 767 feet in length has been built on the line between the park property and the cemetery on the easterly side.

The only other work done during the year has been the caring for the grass. The turf has improved in condition generally, although there has been some settlement, due to the withdrawal of the water from the soil by the underdrains. Cracks also appeared in the turf; these and the low places have been filled.

During the latter part of the season the new ground was used for baseball and football games.

In October the first military parade occurred on this ground. Battery A of the Massachusetts Volunteer Militia occupied a portion of the field on the occasion of its fall field-day.

JAMAICA PARK-PLANING AND SCRAPING ICE.



The water was turned on to the field on December 9, and the first skating was on December 14.

DORCHESTER PARK.

No work has been done here during the year.

DORCHESTERWAY.

No work of construction has been done here during the year by the Park Department. The Street Department has built a sewer on the southerly side of the parkway, between Pond street and Dorchester avenue.

An arrangement was made with the Street Department by which that department kept the completed drive sprinkled during the season, the expense being charged to the Park Department.

STRANDWAY.

Considerable work has been done in making surveys and plans for the construction of that portion of this parkway east of O street, but owing to the delay in determining the method of construction at the sites to be occupied by the yacht clubs, nothing further has been done.

MARINE PARK.

Filling. — The work to be done under the contract with William L. Miller, dated July 27, 1894, was finished on November 21. The total amount of filling done under this contract was 217,581 cubic yards, at 47 cents per cubic yard.

Iron Pier. — The settlement of the filling has broken some of the columns at the shore end of the pier, so that it will be necessary to put new foundations under them. As but slight injury has been done to the superstructure, and the movement of the columns has nearly ceased, it will be well to delay the repairs until the movement has entirely stopped.

Frequent measurements are being taken, and the structure is being carefully watched to see if any further damage occurs.

Head House. — The building itself has been completed and

turned over to the Department. Several minor contracts for laundry machinery, electrical machinery, and lighting fixtures are yet unfinished.

Miscellaneous. — After the new building is occupied there will be no further use for the old refectory building, and it should be removed and the grounds in its vicinity graded and planted.

In June a floating theatre was allowed to be located alongside the Castle island bridge. It was maintained by a private company, and, having proved a financial failure, was removed on July 18.

Range lights have been erected on the wooden pier by the United States Lighthouse Department, and an underground wire laid to them.

A channel has been dredged from the west wharf at Castle island to deep water, for the benefit of the boatingservice.

The watering of the driveway was done throughout the season by the Street Department, at the expense of the Park Department.

PUBLIC PARK, NORTH END.

Surveys and plans have been made for the construction of a portion of this park. A contract was made on November 4 with Trumbull and Ryan for grading and building walls and drains on that portion of the park north of Commercial street for the sum of \$41,752. This work is now in progress.

WOOD ISLAND PARK.

The iron fence around the gymnasium ground, and the iron frames for supporting the gymnastic apparatus, were completed late in the summer, The cost of this work was \$2,923.25.

The gymnastic apparatus was furnished and erected by the Narragansett Machine Company, of Providence, R.I., at a cost of \$1,401.78. It consists of the following pieces:

- 10 Sets of chest weights.
- 10 Sets of breast bars.
 - 4 Vault bars.
- 4 Horizontal bars, fixed uprights.
- 4 Sets flying rings.
- 18 Travelling rings.
- 2 Single trapezes.
- 1 Triple trapeze.
- 2 Stand swings.
- 1 Wide ladder.
- 1 Inclined ladder.
- 2 Cross ladders.
- 6 Tilting ladders.
- 2 Single upright poles.

- 2 Pairs upright poles, fixed 18 and 16 inches apart.
- 8 Climbing poles, swinging.
- 8 Climbing ropes.
- 3 Sets long inclined bars.
- 2 Sets high parallel bars.
- 1 Circular parallel.
- 2 Giant strides.
- 24 Iron quoits.
 - 3 16-lb. iron shots.
 - 2 56-lb. weights.
- 2 Sets jumping standards.
- 4 Vault poles.
- 2 Double wire slides.

Considerable grading was required in the gymnasium ground, and a cinder track 20 feet wide and one-fourth of a mile long was built around the grounds. A shed for chest weights, with lockers for small articles, and fences around the places for shot throwing and the cable slides have also been built.

The gymnasium was opened on September 6. The attendance until the close of the season was 43,356. The apparatus was dismantled on January 4, and preparations made for skating, of which an account will be found under the general head of Skating.

An area of the playground was covered with loam and sodded for use as a cricket ground.

The gymnasium ground is very wet after a heavy rain, and should be underdrained during the coming spring.

CHARLESTOWN HEIGHTS.

The building has been provided with fixtures for lighting. It was opened on June 17, and closed for the winter on November 14. A matron was in charge.

During August, a class in kindergarten work was conducted under the direction of the Massachusetts Emergency and Hygiene Association.

CHARLESTOWN PLAYGROUND.

No work has been done here during the year except to care for the filling done by the city teams and others.

The area now filled approximately to grade is 7.3 acres.

CHARLESBANK.

Men's Gymnasium. — The new building was occupied on September 30. It is $2\frac{1}{2}$ stories. On the ground floor there is a large toilet-room for the public, a room for the use of the person in charge of the boating-service, a foreman's room, a workmen's room, and a room for the heater. On the second floor is an office for the superintendent of the gymnasium, a large locker and dressing room, containing 196 lockers, a toilet-room, and a bath-room provided with 6 shower-baths and other fixtures.

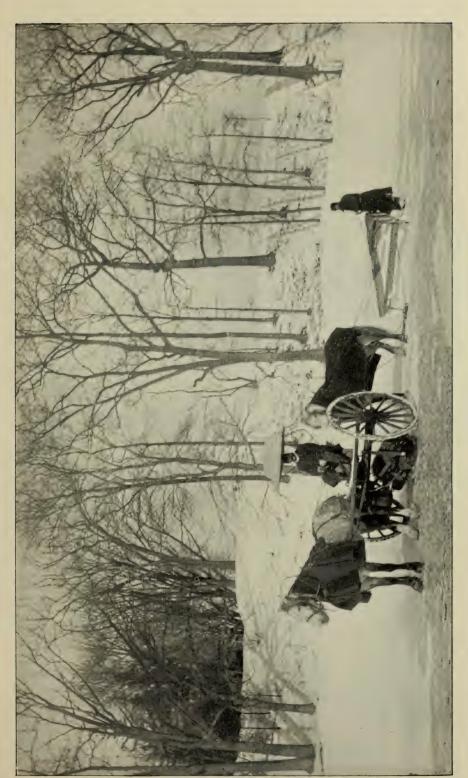
The attic floor is used as a store and work room. The building is lighted by electricity and is heated by hot water; both hot and cold water are supplied to the toilet and bath rooms. The entrance to the gymnasium is through this building, and by a bridge from the second floor across the running-track. Turnstiles with a registering attachment are placed at this entrance so that a record of the attendance can be kept.

The gymnasium grounds were used for skating during February, but were closed during March and April. They were opened on May 1, and kept open until January 3, when the apparatus was dismantled, and the grounds flooded for skating. During the season the gymnasium was open on 197 days, the total estimated attendance being about 200,000.

During the year there were four accidents: three of these were while the gymnasium was in use, and were slight; the fourth was during the skating season, a little girl having been quite severely injured while attempting to climb over the fence.

Women's Gymnasium. — The enlargement of the building was completed early in the season, and it was opened on May 15.

The building has been doubled in size, and now contains on the first floor a general waiting-room, an office for the superin-



JAMAICA PARK - SWEEPING AND SCRAPING ICE.



tendent, a large dressing and locker room, containing 124 lockers, toilet and bath rooms, a heater-room, foreman's and workmen's rooms, and a store shed. On the second floor there is a toilet-room for women, and a hall which is used for gymnastic exercises on stormy days. A full account of the work of the gymnasium during the year will be found in the report of the Massachusetts Emergency and Hygiene Association, which has charge of the work.

Miscellaneous. — A drain was built in the spring, connecting the women's building with the sewer in Charles street, the drainage having been previously discharged into the river.

The grounds and walks are in good condition.

The sea-wall needs pointing badly, and it should be done early in the next season.

SKATING.

As during the past year the first attempt has been made on a large scale to maintain ice in a condition for skating, an account of the work done and the results obtained may, perhaps, be of interest.

Heretofore, the appropriation for maintenance has been so small that very little could be done, and that only on the smaller grounds of Charlesbank and Wood Island Park.

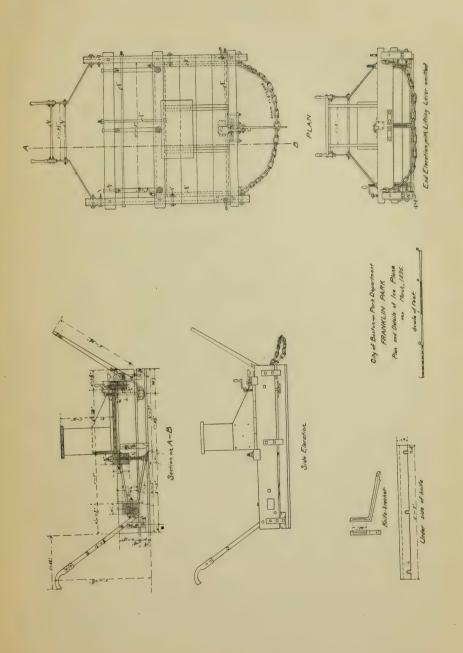
Preparations were made to keep the ice in good condition on the larger areas of Jamaica Pond and Franklin Field. During the skating season, a year ago, visits were made to Roger Williams Park, in Providence, R.I., Central Park, New York, and Prospect Park, Brooklyn, N.Y., and through the kindness of the superintendents of those parks much valuable information was obtained. We are also indebted to the Superintendent of South Park, Chicago, and the Superintendent of Parks of Minneapolis for their assistance.

The work which we have done during the year was largely experimental, and therefore more expensive than is likely to be the case in the future to secure the same results.

The only natural water surface or pond where the ice has been cared for is Jamaica pond, which has an area of 65 acres.

This pond does not freeze over until quite late, so that the skating season is shorter here than at other grounds. If the ice forms to a considerable thickness before it becomes covered with snow, the work is much simpler than it is when, as was the case this year, there is a heavy snowfall while the ice is too thin to support horses; the snow prevents the ice from forming, and the only resource is to make holes at frequent intervals; the weight of the snow forces the water up through the ice; the snow soon becomes saturated, and when frozen it is usually strong enough to support horses, but it is too rough for skating, chiefly on account of the tracks made by the men when making the holes. It is therefore necessary to plane the ice. For this purpose a special ice-plane was purchased. It consists of a square frame or sled, the runners of which are adjustable in height with reference to the knife; the latter is fixed to the frame at right angles to the line of travel; at the back there is a pair of handles by which a man can guide the plane, and there is also a seat for the driver. The plane cuts a width of 52 inches, and can be easily hauled by two horses; with it from 21 to 3 acres can be planed in a working day. It leaves the ice with a very smooth surface.

For removing the chips left by the planer, a scraper has been used, of the same pattern as is used in Central Park, New York. It consists of two vertical sides of boards, 8 feet in length and 18 inches high, joined together at one end at an angle of 60 degrees, the point being boarded over to form a seat for the driver. The open end has a strong brace, placed about midway of the height, and securely bolted to the sides, to the ends of which the draught rope is attached. The inside faces of the sides have strips of thin iron or steel fastened to them at the bottom; a handle is attached at the point for lifting it. This scraper is used with one horse, and is dragged over the ice with the open side in When a load is obtained, it is dragged to the bank, where the driver lifts the back corner, thus clearing the snow, turns the scraper on the front corners, and starts for another load. scraper clears the ice in a very satisfactory manner. It can be used for clearing off light snow, — a depth of 8 inches having been cleared successfully. The scoop scraper used by ice com-





panies is very useful for piling the snow on to the banks, and thus preventing the settlement of the ice along the shore.

Where the number of skaters is large, the ice becomes worn in a short time, so that it is necessary to clean it. For this purpose, we have used one-horse street-sweeping machines loaned to us by the Street Department. The rims of the wheels were wound with wire to prevent slipping. The machines swept the material on the ice into windrows, and then the triangular scrapers hauled it to the shore. This operation could be repeated for several days in succession; after a time, however, the ice would become worn so unevenly that it would be necessary to plane it again. If a crust forms on the surface of the snow, the triangular scraper cannot be used until the crust is broken; to do this, the scoop scraper can be run through the snow to break it up. About 7 acres can be swept by one machine in a working day.

About 20 acres have been kept in good condition during the past month by the above means.

At Franklin Field there is an area of over 40 acres of level meadow, which is kept dry in summer, but which can be flooded in winter by closing a gate at the outlet of the under-drains, and turning the flow of the brooks on to the field. Ice can be formed here much earlier than on a pond. As soon as the ground freezes, the water is turned on to it; the water freezes to the ground, and the latter can then be flooded. This cannot be done on a pond, as the ice, being of less specific gravity than the water, always floats at the top. The same method of caring for the ice is pursued here as at Jamaica pond, but it can be done more economically, as there are no steep banks, and the snow can be scraped clear of the ice on to the surrounding ground; as there is no danger of the ice settling, piles of snow can be made at any point on the field. When the ice becomes rough it can be planed, or, if the weather will permit of it, it can be flooded and a new surface formed.

At Charlesbank and Wood Island Park, the conditions are similar to those at Franklin Field, except that there is no natural water supply, and resort must be had to hydrants. This can be done here, as the areas are small and the cost of the water is, therefore, not great. The most successful method of restoring the worn-out surface at these parks has been by spraying with the hose when the temperature is below freezing. By this means a good body of hard ice can be built up.

The attendance has been very large at all of the skating grounds. At Jamaica Park and Franklin Field there is great need of buildings for the accommodation of the large number of people who frequent these parks.

The following table gives some statistics showing the great interest felt by the people in the skating and the slight cost per person at which the amusement has been furnished.

	Jamaica Pond.	Franklin Field.	Charlesbank.	Wood Island Park.		
No. of days' skating,	19	31	43	43		
Total estimated at-						
tendance	90,000	123,000	99,000	114,000		
Area cleared and						
kept in condition						
for skating	20 acres	20 acres	1 acre	6 acres		
Total cost	\$1,588 92	\$864 18	\$610 00	\$675 24		
Cost per acre	79 45	43 22	610 00	112 54		
Cost per person	$01\frac{3}{4}$	$00\frac{7}{10}$	$00_{\overline{10}}$	$00_{\frac{6}{10}}$		

The appended table shows the principal items of completed work to date.

Respectfully submitted,

WILLIAM JACKSON,
City Engineer.

		MAIN PARK SYSTEM.					MARINE PARK SYSTEM.			Charles	Wood Island	Charlestown		Public		
	Fens.	Riverway.	Leverett Park.	Jamaica Park.	Arborway.	Arnold Arboretuur.	Franklin Park.	Dorchester- way.	Marine Park.	Castle Island.	Charlesbank.	Park.	Charlestown Heights.	Franklin Field.	Park, North End.	Totals.
Discoursements	87,600 sq. yds.	26,461 sq. yds.	23,760 sq. yds	. 13,244 sq. yds.	25,070 eq. yds.	. 30,388 sq. yds.	. 115,361 sq. yds.	4,620 sq. yds.	. 17,685 sq. yds.	· . ·	1					344,189 eq. yd
Driveways completed	4 miles.	1			1.3 miles.	2.1 miles.	1						ì			19.0 miles
Walks completed	30,600 sq. yds.	12,900 sq. yds.	17,627 sq. yds	9,734 aq. yds.	1,166 sq. yds	Į.			2,694 sq. yds.		14,432 sq. yds.		4,041 sq. yds.			182,486 sq. ydı
Walks completed VIII	3.4 miles.	j .							0.3 mile.		1.5 miles.		0.4 mile.			25.4 miles
Ride completed {	14,000 aq. yds.										1					81,781 sq. yds
(1.1 miles.		0.9 mile		1.2 miles.		0.75 mile.		2021					· ; · • • •		5.85 miles
Gutters paved	19,900 sq. yds.				7,194 sq. yds.	8,069 sq. yds	1		2,321 sq. yds.							77,473 sq. yds
Curbstones set	32,931 lin. ft.	1,281 lin. ft. 812 lin. ft.		2,265 lin. ft.			9,630 lin. ft.		1,297 lin. ft.		1	1 220 1:- 64				50,453 lin. f
Water-pipe, 12 in	10,026 lin. ft.	812 IIII. 11.		523 lin. ft.,	1,736 lin. ft.	1			844 lin. ft.	1		1,332 lin. ft.				12,370 lin. f
10111	959 lin ft		1,020 lin. ft.		,	1	T.	· · · · · · · · · · · · · · · · · · ·			1	1 170 lin ft				6,483 lin. ft
" 8 in	137 lin. ft.		1,000 lin. ft.		1, 200 1111. 11.		1				234 lin. ft.					7,215 lin. f
4 in	137 1111. 11.		3,000 1211, 100				1				20 + 1111.11.	373 lin. ft.				5,651 lin. ft
Reservoir	1					1	1					010 1111. 16.				1,951 lin. f
Hydrants	44		2			3	12		2		2	7				1
Drinking-fountains							9	1	1	2	, – 5	1	1		• • • • • •	72 19
Watering-trough for horses							1								• • • • • •	19
Brick drains, 4 ft. 6 in.					1,316 lin. ft					. .						1,316 lin. ft
" 2 ft. 9 in							706 lin. ft.									706 lin. ft
" 2 ft.×2 ft.6 in							180 lin. ft.		[<i></i>							180 lin. ft
" 2 ft. 0 in	1						859 lin. ft.							1,300 lin. ft.		2,159 lin. ft
Pipe drains, 18 in	1		312 lin. ft.		243 lin. ft.	315 lin. ft	3,540 lin. ft.		 			561 lin. ft.				4,971 lin. ft
" 15 in				752 lin. ft.		298 lin. ft.	2,895 lin. ft				1			977 lin. ft.		
" 12 in	452 lin. ft.			350 lin. ft.	123 lin. ft.	612 lin. ft.	2,023 lin. ft.		 			139 lin, ft.				
" 10 io	829 lin. ft.		294 lin. ft.	474 lin. ft.	1,863 lin. ft.	367 lin. ft.	2,785 lin. ft.					406 lin. ft.	223 lin. ft.			-,
" 8 in	6,832 lin. ft.	3,964 lin. ft.	4,351 lin. ft.	418 lin. ft.	1,423 lin. ft.	2,641 lin. ft.	9,812 lin. ft.	765 lin. ft.	1,373 lin. ft.		1,739 lin. ft.	2,581 lin. ft.	610 lin. ft.		518 lin. ft.	.,
" 6 in	263 iin. ft.	332 lin. ft.	186 lin. ft.		1,320 lin. ft.		2,515 lin. ft.	· 					182 lin. ft.			
4 in							190 lin. ft.									190 lin. ft
Agricultural tile drains, 4 in			240 lin. ft.				2,570 lin. ft.							185 lin. ft.		2,995 lin. ft
" " 3 in						3,065 lin. ft.	3,520 lin. ft.						328 lin. ft.			6,913 lin. ft
" " 2 in						2,353 lin. ft.	26,783 lin. ft.					3,109 lin. ft.	1	6,969 lin. ft.		
" 1½ in					3,425 lin. ft.	3,410 lin. ft.	27,470 lin. ft.					1,547 lin. ft.	·	44,028 lin. ft.		79,880 lin. ft
Total drains	9,154 lin. ft.	4,296 lin. ft.	5,383 lin. ft.	1,994 lin. ft.	9,713 lin. ft.	13,061 lin. ft.	85,848 lin. ft.	765 lin. ft.	1,373 lin. ft.		1,739 lin. ft.	8,539 lin. ft.	1,343 lin. ft.	56,181 lin. ft.	518 lin. ft.	. 199,907 lin. ft
Flush-tank	1	! _/					1	<i>.</i>					; ,			1
Manholes	10	2	3	6	9	2	74	1			17	10	3	7		144
Catch-basins and inlets	107	61	42	18	41	63	186	6	11		19	13	11	10	4	592
Open channel for brook							2,300 lin. ft.							3,530 lin. ft.		5,830 lin. ft
Electric-light cable	18,893 lin. ft.	7,433 lin. ft.	14,500 lin. ft.	4,330 lin. ft	8,152 lin. ft.		13,865 lin. ft.		2,683 lin. ft.							' 69,856 lin. ft.
Electric lights	51	20	53	12	22		35		10	33	13		4			253
Gateways							4									1 4
Bridges and culverts *	1 8	6	12		2	4	4	<i></i> .	1 iron pier.	1		1				39
Boundary wall		`······				2,113 lin. ft.	4,637 lin. ft.				2,228 lin. ft.		512 lin. ft.			9,490 lin. ft
Buildings		3	1				5		1		2	2	1			16
Flag-staffe							1		1		1			• • • • • • • • • • • •		3
Area of ground finished				13.2 acres.	10.6 acres.	155 acres.	344 acres.	1.5 acres.	15.4 acres.		10 acres.	5.5 acres.	3.4 acres.	42 acres.		785.6 acres.
Flumes									'				'	2		2
Retaining-wall			2,343 lin. ft.				3,173 lin. ft.								32 lin. ft.	8,304 lin. ft
Slone-wall				1,171 sq. yds.												1,171 aq. yds
Gate-chambers	1	1		1						!		3	• • • • • •			6
Cinder track														• • • • • •		5,902 sq. yds.
Fence	0.750.11										(0.2 mile.'					0.45 mile.
Fence	8,750 lin. ft.		261 lin. ft.	694 lin. ft.			[····				3,412 lin. ft.	1,345 lin. ft.		767 lin. ft.		15,229 lin. ft.



REPORT OF THE COMMITTEE OF THE MASSACHU-SETTS EMERGENCY AND HYGIENE ASSOCIATION IN CHARGE OF THE WOMEN'S AND CHILDREN'S DIVISION AT CHARLESBANK.

Boston, January 11, 1896.

To the Park Commissioners:

Gentlemen: It is again our privilege to submit to you our report for the fifth year of our work at Charlesbank.

The attendance has never been so large as during the last season, from May 15 to November 1; the total number of persons admitted having been 190,221, being 44,329 more than the previous year. Of this total, 92,650, or a daily average of 643, took gymnastic work of one or another kind, while the average Sunday attendance in the Lodge and on the Playground was 866.

GYMNASIUM.

The turnstile, which in the spring was placed at its entrance, in addition to the one at the Lodge, has enabled us to measure more accurately the number of persons who practised within its enclosure. Of those doing regular gymnastic work, four hundred and five wore gymnasium suits, others dexterously improvised a divided skirt or trousers out of an ordinary full skirt, which appeared again as such as soon as the pins confining it were removed.

Notwithstanding the often crowded attendance, but four accidents occurred: one girl had her tongue cut, another was struck in the mouth and lost a tooth, and two others received slight sprains. Within a week all were back again at the gymnasium.

Many who in previous summers have had class work, the past season preferred to do free work in the gymnasium. It is evident that the general tendency is for *free work under direction*; at the same time, it is never wise to allow pupils to exercise exactly as they please.

CLASS WORK.

In spite of all our efforts to systematize and render popular class instruction, it is, as we have stated in a previous report, impossible to have regular class exercise in a large, free, public gymnasium, nor is it essential to its success. Its purpose is that of provision for physical exercise — how that purpose shall be carried out must depend on circumstances. We by no means advise the abandonment of class work; on the contrary, we wish to increase it, and to emphasize its importance, because it helps the women and children to realize the necessity and dignity of progressive, systematic exercise.

The schedule of the classes is as follows:

One class for advanced pupils, eight to fifteen in number, met twenty-one times.

One class for beginners, eight to forty-two in number, met every afternoon during school vacation.

One class for young women, eight to fifteen in number, met fourteen times.

One morning class for older women, two to nine in number, met twenty-two times.

Many individual pupils, who had progressive work under direction from thirty to sixty minutes, met most of the season at 9 A.M. and 6.45 P.M. The class work began June 27, and ended October 9. Team-racing has been liked more than football in class work, the girls often starting themselves, and racing for their colors as eagerly as collegians.

SPECIAL CASES.

There have been but nineteen of these, who, suffering from paresis, curvature of the spine, or nervousness, received regular treatment for varying periods of time. Some came from the Massachusetts General Hospital and Chambers-street Dispensary. All improved, while the girl who came regularly for four months was greatly benefited. The usual measurements of height, weight, development of chest, etc., were taken in thirty-five cases, ages ranging from nine to thirty-five years, but with unsatisfactory

results, for by the middle of September the children came only after school hours, when the teachers were so busy in the gymnasium that second measurements were seldom obtained.

BATHS.

These have been the new feature in the year's success. Though from the beginning the girls have been able to take sponge baths in the booths at the end of the gymnasium, there were no adequate bathing facilities until the spring of 1895, when a bath annex to the Lodge was built, and provided with two tub and spray baths and lockers. Many of the children were so ignorant of the conditions of a spray or a tub bath that they asked if it were necessary to take off all their clothes. Four hundred and nineteen tub, and three thousand nine hundred and thirty-six spray baths, or a total of four thousand three hundred and fifty-five baths were taken by six hundred and fifty-six different girls, a daily average, from the time the privilege began, of twenty-five. One hundred and forty-two took but one bath, seventy-seven took over fifteen baths; fifty-two was the largest number taken by any one girl, and ninety-six the largest number of baths taken in any one day. Eight dressing-gowns were provided by friends, but the bathers soon preferred to manage their own wardrobe. Nine thousand one hundred and forty towels and rollers were used in the baths and at the hand-basins, so it can be fairly assumed that Charlesbank has become an important factor in the hygienic condition of certain parts of the city.

In the gymnasium, each girl entitled to a bath received a card with the words spray or tub bath printed on it, the superintendent writing upon it the name of the girl, who then presented it to the officer of the baths at the Lodge. This arrangement was rendered necessary, as by a previous method we had found that the tickets changed owners, one ticket having gone to three girls before it was presented at the bath annex.

THE KINDERGARTEN DEPARTMENT,

as we like to call it, with Miss Rosa Doyle in charge, has flourished on the grassy playground. More time than in previous years has been given to systematic play with the little children, with good results. Paper folding, pasting colored papers on cards in the form of designs, and the sewing of colored worsteds into pricked cards have been the chief occupations. The moral influence of the playground, and the steady, kind treatment of the children, are of large service in the formation of their characters. There was a total attendance of 2,648, or 61 classes, who did kindergarten work, knitting, and crocheting, and 2,655 pricked cards were given out, while thousands played as they wished on the green, inventing their own good times. The playground is educational. We hope to introduce flower making and a little botany next summer.

Our visitors have been numerous, coming as specialists in gymnastics and philanthropy to observe our methods.

We have had gifts of books, papers, hundreds of pricked cards, flowers, gymnasium suits, a baby carriage, and tickets for picnics for thirty-nine children.

The association has borne the expenses of many slight additions to the working conveniences of the children, for as they were in the nature of experiments, though meeting with success, we did not feel at liberty to ask them of your Board, which with wise generosity and skilful adaptation of means to ends has done everything for our comfort and the benefit of those who frequent Charlesbank.

Miss McMartin has fulfilled her duties as superintendent-inchief with the same fidelity, skill, and knowledge of human nature, as well as of gymnastics, as in past seasons. She has been most ably seconded by Miss Mahoney as assistant superintendent. Miss Frances Sanborn has been in charge of the baths, and Miss Howe and Miss Phelps have also rendered acceptable occasional service. Mr. E. W. Howe, engineer, and Mr. John F. Murphy, sub-foreman, have helped us over many difficulties and made our work a pleasure.

WINTER CLASSES.

These began in November, in the large, unfinished upper room over the bath annex, in accordance with a long cherished wish, which was made practicable by your financial assistance, aided by that of our association. The classes meet two evenings in the week, from 7.30 to 9 o'clock, and are for older girls and women, not for children. It is especially the working girls whom we wish to reach by this evening gymnastic work, which we frankly confess is an experiment. At first racial and class feelings among the pupils occasioned misgivings, which soon wore away. Now after a few weeks' trial we have an enrolment of forty members, and at present date of writing an attendance of about twenty. As the class has steadily increased we hope this number will soon be doubled. Climbing ropes, parallel bars, jumping standard, chest weights, wands, and dumb-bells constitute now our simple apparatus, with the welcome addition of a piano to mark time in some of the exercises, and to add to the pleasantness of the evenings.

Miss Mary Mahoney is the superintendent and teacher, and has stimulated the interest of the women by her wise zeal and graceful exercises. We shall rejoice if the slight success achieved this winter may justify your approval of the continuance of the winter classes another year, with more equipments.

In the supervision of this class, as well as that of the summer work, the committee has endeavored to execute faithfully the trust you have placed in them. We have taken turns as visitors, and have given constantly, gladly, and freely of our time and ability.

In addition to our care at Charlesbank, our association provided a kindergartner, who went to the Charlestown Playground every afternoon in August. The park is one of the most beautiful in the city, and is surrounded by homes where live innumerable children. It was delightful to see how easily the rudeness or roughness of the younger boys and girls yielded to the gentle management of the lady teacher, who was besought not only by them, but by their parents, "to keep coming until all the children learnt manners, and could have good times even if they weren't worth anything," as one mother expressed herself.

Respectfully submitted for the committee,

KATE GANNETT WELLS, ELLEN M. TOWER, ANNA PHILLIPS WILLIAMS. INDENTURE BETWEEN THE CITY OF BOSTON AND THE PRESIDENT AND FELLOWS OF HARVARD COLLEGE, WITH REFERENCE TO ARNOLD ARBORTUM AND BUSSEY PARK.

Indenture made the twenty-second day of April, in the year eighteen hundred and ninety-five, between the City of Boston, a municipal corporation in the Commonwealth of Massachusetts (hereinafter called the City), of the one part, and the President and Fellows of Harvard College, a corporation established by the laws of Massachusetts (hereinafter called the College), of the other part, supplementary to an indenture between the same parties made on the thirtieth day of December in the year eighteen hundred and eighty-two.

Whereas, the Board of Park Commissioners of the City of Boston, by virtue of the authority conferred upon said Board by chapter one hundred and eighty-five of the Acts of the Legislature of Massachusetts of the year eighteen hundred and seventyfive, by a certain written instrument of even date herewith, to be recorded with Suffolk Deeds, has taken and located as and for a public park, a certain tract of land in that part of said City known as West Roxbury, held by the College under the trusts created by the will of Benjamin Bussey, for the purpose of extending the Arnold Arboretum, so called, and for the purposes and under the powers and limitations set forth in said act and acts in addition thereto and amendment thereof, said tract of land so taken being in addition to certain other lands dedicated to the use of said Arboretum, and certain adjoining tracts, the property of other parties, deemed by said Commissioners convenient and necessary for use in connection therewith, and taken for the purposes aforesaid by two certain instruments, dated respectively December 30, 1882, and December 24, 1892, and recorded with Suffolk Deeds;

And, whereas, by an act of the General Court of Massachusetts,

passed on the twelfth day of February, in the year eighteen hundred and ninety-five, it was enacted that, in case the said Board of Park Commissioners deem it desirable so to take the said lands for the said purposes, said Board of Park Commissioners acting for the City was thereby authorized to lease such portion of the said Arboretum and adjoining tracts so taken as the said Board of Park Commissioners might deem not necessary for use as parkways and grounds to the College, to be held to the same uses and purposes as the said Arboretum was then held under the trusts created by the wills of Benjamin Bussey and of James Arnold, and for such a term, and upon such mutual restrictions, reservations, covenants, and conditions as to the use thereof by the public, in connection with the uses of the same under the said trusts, and as to the rights, duties, and obligations of the contracting parties as might be agreed upon between the said Commissioners with the approval of the Mayor and the College. And the Board of Park Commissioners, on the part of the City, and the Treasurer, on behalf of the College, were respectively authorized to execute and deliver the said lease:

And, whereas, the said Board of Park Commissioners deems such portion of the said Arboretum and adjoining tracts, as is hereinafter described and leased, to be not necessary for use as parkways and grounds, and considers that the same will be better and more advantageously enjoyed and used by the public as a part of the said park, if the same be leased to the College for the purposes of the said trusts, and upon such terms, and subject to such provisions with regard to the use thereof by the public, as are hereinafter contained; and it has been agreed between the said Commissioners, with the approval of the Mayor, and the College that the same be leased to the College for the term, and upon the mutual restrictions, reservations, covenants, and conditions hereinafter expressed:

Now, this Indenture witnesseth, that the said Board of Park Commissioners acting for the City, by virtue and in exercise of the power and authority given to it by the said act, and of every other power and authority it hereto enabling, doth demise and lease unto the College all that parcel of land delineated on a plan entitled "Plan for the Extension of Arnold Arboretum." dated April 15, 1895, signed by William Jackson, City Engineer, and to be recorded herewith, said parcel being situate in that part of said Boston known as West Roxbury, and bounded and described as follows: Beginning at the intersection of the south-westerly line of South street near Bussey bridge with the north-westerly line of the location of the Boston & Providence railroad, and running north-westerly on said South street by a curve turning to the north and north-east, then north-easterly, then north-easterly again by a curve turning to the north, north-west and west, all bounding on said South street, in all about 785.60 feet to Bussey street; thence running westerly on said Bussey street about 1,866.21 feet to Walter street; thence running westerly on said Walter street by a curve of small radius turning to the south, then southerly, then southerly by a curve turning to the southwest, then south-westerly, then south-westerly by a curve turning to the south, then southerly, all bounding on said Walter street, in all about 1,168.27 feet, to a cemetery; thence running southeasterly, bounding on said cemetery, by a stone wall, about 368.81 feet; thence south-westerly, bounding on said cemetery, by a stone wall, about 86.21 feet to land of Carleton Keyes and William A. Mosman; thence south-easterly, bounding on land of said Keyes and Mosman, on land of Frederick E. Kendall, on other land of said Keyes and Mosman, on land of Edward C. North, on other land of said Keyes and Mosman, on land of Annie L. Carlson, on land of Charles E. and George W. Browne, on land of Elizabeth N. Eichorn, on land of Hugh Fitzpatrick, and on land of Frederick W. Beering, by a stone wall, about 899.11 feet to land of the Boston & Providence Railroad Company; thence continuing south-easterly, bounding on said land of said railroad company, by a stone wall about 399.22 feet to the north-westerly line of the location of the Boston & Providence railroad; thence running north-easterly, bounding on said Boston & Providence railroad location, about 1,560.63 feet to the point of beginning; containing 67.6 acres more or less.

Also a certain other parcel of land situate in said Boston, in

that part thereof known as West Roxbury, and bounded and described as follows: Beginning at the corner of Centre and Walter streets and running thence on said Centre street about 815.52 feet to said Arboretum; thence on said Arboretum by an irregular line about 1,223.55 feet to said Walter street; thence on said Walter street about 175.65 feet to the point of beginning: containing about 195,024 square feet, and shown on a plan signed by Alexis H. French, Civil Engineer, dated December 24, 1892, and on file in the office of said Commissioners, and on a copy of said plan filed in the Registry of Deeds for the County of Suffolk.

Also the parcels of land marked respectively "A" and "B" on the plan referred to in said Indenture dated December 30, 1882, and excepted and reserved out of said prior indenture.

Excepting and always reserving out of these presents all those parts of said lands delineated and marked as driveways on the said plan, and also those parts of said lands delineated and marked on said plan as "Quarry Reservation" and "Traffic Road"; and granting with the premises hereby leased a free and unobstructed right of way upon and over all the driveways and the traffic road delineated on said plan, and so marked thereon.

To have and to hold the premises hereby leased (hereinafter called the Arnold Arboretum) unto the College, and its successors and assigns, for the term of one thousand years from the date hereof, without impeachment of waste, upon and for the same trusts, uses, and purposes as those upon and for which the said land held by the College for the purposes of the said Arboretum, at the said time of the passing of the said act of the year 1880, was then held under the will of Benjamin Bussey and the will of James Arnold, and a certain indenture, dated the 29th day of March, in the year 1872, and made between George B. Emerson, John J. Dixwell, and Francis E. Parker, as trustees of the will of the said James Arnold, of the one part, and the College of the other part, in which indenture the trusts provided for in the said will of James Arnold are declared in pursuance of the directions in the said will contained, yielding and paying therefor, during the said term, the yearly rent of one dollar.

And the City covenants with the College, its successors and assigns, that the College, and its successors and assigns, shall peaceably hold and enjoy the premises hereby leased during the said term without any interference or control of the City, or any person claiming through or under it. That the City will, at all times, save and keep harmless and indemnified the College, and its successors and assigns, and keep the premises hereby leased free and discharged of and from all taxes and assessments of every description which, during the said term, may be assessed or payable in respect of or charged upon the premises hereby leased, or any part thereof. That the City will make and finish, fit for use, within five years from the date hereof, the driveways, of which the sites and dimensions are delineated on the said plan, and so marked thereon, and will, within two years from the date hereof, finish, fit for use, the driveway running through the valley from Walter street to South street; and that the said driveways, during the said term, shall be repaired and maintained in a proper and substantial manner, free of all charge and expense to the College, and its successors and assigns. the City will, during the said term, provide and maintain a proper and sufficient police in and about the Arnold Arboretum, and the said parts excepted from these presents, and the said driveways, for the preservation of order and good conduct and the observance of the rules hereinafter mentioned or provided for, and will maintain necessary or suitable boundary fences about the whole of said Arboretum. That no public street or highway, except as shown on said plan, and no steam or horse railway, or construction for like purposes, shall be laid out through or over any part of the Arnold Arboretum, except in such places, if any, and in such manner as the Park Commissioners and the College shall approve. And that if the College, its successors or assigns, shall be desirous of taking a renewed lease of the said premises for the further term of one thousand years from the expiration of the term hereby granted, the City or its assigns will, upon the request and at the expense of the College, its successors or assigns, and upon its or their executing and delivering to the City or its assigns a counterpart thereof,

forthwith execute and deliver to the College, its successors or assigns, a renewed lease of the said premises for the further term of one thousand years, at the same yearly rent and upon and subject to the same restrictions, reservations, covenants, and conditions, as are herein contained, including this present covenant, and so on from time to time forever. And the College, for itself and its successors and assigns, covenants with the City that the College will not commence or prosecute any action, suit, or other proceeding against the City for the enforcement or recovery of any damages or claim which the College may have or be entitled to against the City by reason of the said taking of the said land hereinbefore described.

And that the Arnold Arboretum shall, at all reasonable times. be open to the inspection of the public as a part of the said park. subject to the rules provided for in said indenture of December 30, 1882. Provided, always, and it is hereby declared, that the City shall be at liberty to erect and maintain suitable gateways for entrance thereto upon any of the said excepted parts, and to maintain gates there. And that no pavilion, kiosh, urinal, museum, greenhouse, stable, shed, or other building (except as above provided, and except such yards and service buildings as the administration of said park may require), shall be erected or maintained within the Arnold Arboretum, or in any of the excepted parts, or in any of the said driveways, without the prior consent of the Park Commissioners and the College. Provided, also, and it is hereby declared and decreed that the use of the Arnold Arboretum, and of the said excepted parts, and of the said driveways, by the City and its assigns, and the College, its successors and assigns, and the public, shall be subject to the rules hereinbefore mentioned, and to such additional rules as have been or may, from time to time, be agreed upon between the Park Commissioners and the College. But any of the said rules may be altered or annulled by agreement between the Park Commissioners and the College.

It is agreed that when Bussey street is changed according to said new plan, the City shall restore the land now occupied by that street to such a condition of soil and surface that it can be suitably planted with trees, and thenceforward the said land shall be held by the College under this lease.

And it is further stipulated and agreed that the Arnold Arboretum, so called, together with the land hereby leased, shall hereafter be known and called by the name of the Arnold Arboretum and Bussey Park.

In witness whereof, the City, by its Board of Park Commissioners, and the College, by its Treasurer, have hereto set their respective corporate seals, and caused these presents to be signed, acknowledged, and delivered in their name and behalf by the said Commissioners and the said Treasurer, the day and year first above written.

THE CITY OF BOSTON,

By John F. Andrew, Francis A. Walker, Edward C. Hodges,

The Board of Park Commissioners of the City of Boston.

Approved.

EDWIN U. CURTIS,

Mayor.

PRESIDENT AND FELLOWS OF HARVARD COLLEGE,

By Edward W. Hooper, Treasurer Harvard College.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

APRIL 22, 1895.

Then personally appeared John F. Andrew, Francis A. Walker, Edward C. Hodges, Board of Park Commissioners of the City of Boston, and acknowledged the foregoing instrument to be the free act and deed of the said City; and personally appeared Edward W. Hooper, Treasurer, and acknowledged the foregoing instrument to be the free act and deed of the President and Fellows of Harvard College.

Before me,

GEO. F. CLARKE,

Justice of the Peace.

AGREEMENT BETWEEN THE CITY OF BOSTON AND WILLIAM E. SHELDON, PROVIDING FOR A BOAT-SERVICE IN THE PUBLIC PARKS.

This Agreement, made and entered into in the City of Boston, County of Suffolk, and State of Massachusetts, this fourth day of March, eighteen hundred and ninety-five, by and between the City of Boston, acting by its Board of Park Commissioners, party of the first part, and William E. Sheldon, of Braintree, County of Norfolk, State of Massachusetts, party of the second part,

Witnesseth, said City of Boston hereby grants to said party of the second part, so far as it can lawfully do so, the exclusive right and privilege from the date hereof until December 31, 1900, of maintaining and operating for hire a public boat-service in the waters of the park system of said City, and of conveying passengers by water to and from the different landings in said park system controlled by said Park Commissioners, subject, however, to the conditions and restrictions herein set forth.

Said City agrees to provide, at its own expense, such jetties, shelters, offices, store-rooms for boats and fittings, landing conveniences, excepting floats and gangways, as the said Commissioners shall deem necessary, and at its own expense to drive all piles necessary for mooring the said floats.

Said party of the second part, for and in consideration of the above-described rights and privileges, agrees and promises to furnish, at his own expense, boats for the purpose of accommodating the visitors to the public parks, for hire, so many in number as may be necessary, and of such varying sizes and styles, as in the judgment of the Park Commissioners may be desirable.

Said party of the second part agrees and promises that the number of boats furnished under this agreement during the first or the present season shall not be less than

Eighty (80) Whitehall boats,

Forty (40) St. Lawrence skiffs,

Twenty (20) fishing boats,

Fifty (50) canoes of various styles,

Twenty-five (25) Adirondack and Lenox boats,

Four (4) electric launches,

and that the number of boats shall be increased, from time to time, as the requirements of the public shall demand, in the opinion of the party of the first part.

Said party of the second part agrees that the boats furnished by him shall be first class in every respect; of dimensions, material, style, and finish approved by the landscape architects of the said party of the first part in accordance with the specifications hereto annexed. All awnings, decorations, and colors shall be satisfactory to the said landscape architects, and all the employees shall be appropriately clothed in uniforms approved by the said party of the first part.

Said party of the second part agrees to provide at his own expense as many employees on the several boats and at the several landings as may be necessary for the proper conduct of the business, and for the safety of the public; that no sailing-boats shall be let to any person unless accompanied by a competent sailing-master, furnished by said party of the second part, and that the charges for the use of any and all boats shall be at all times reasonable and just, subject to the approval of said party of the first part, and not in excess of those usually charged in the vicinity of Boston for the service of the most nearly corresponding character, provided that the minimum charge for the use of boats let for periods of time shall not be fixed at less than twenty-five cents per hour.

Said party of the second part further agrees that he will commence to operate at least one-half of the boats to be furnished during the first season on the 20th day of May, 1895, and will supply boats as fast as, in the opinion of the party of the first part, they are required by the patronage, and that he will continue to operate the said boats during such hours of the day, and during such months of the year, as may be required by the said party of the first part.

Said party of the second part agrees that he will indemnify and save harmless the said party of the first part from any loss arising out of, or sustained on account of any damage to persons or property occasioned by the operation of said boats, it being understood and agreed that he is to have full control of said boats, floats, and gangways, subject to the regulations of the Park Commissioners.

Said party of the second part agrees and promises that he will at any time permit the said party of the first part, or any one authorized by it, to inspect and examine any and all of said boats and their appurtenances, and that he will maintain and operate said boats to the satisfaction of said Board of Park Commissioners.

Said party of the second part agrees that he will observe and cause to be observed by his employees and patrons, so far as he may be able to do so, all police, sanitary, and other rules and regulations of whatever sort now existing, or hereafter to be adopted by said party of the first part, for the general government and regulations of the park grounds and waters.

Said party of the second part agrees and promises that he will afford the said party of the first part, or its officers or agents, transportation without charge on said boats, and agrees that in case of accident to any person, any of his boats may be, at once and without charge therefor, taken by any police officer or other employee of the party of the first part for use in such emergency.

Said party of the second part agrees and promises that he will provide and keep for rental an adequate number of suitable boats for use for fishing, of a pattern to be approved by the party of the first part, and to be well-found for the purpose, to the satisfaction of said party of the first part, and that no fishing shall be allowed in any other boats than those thus provided for that purpose.

Said party of the second part agrees and promises that he will, at such points as may be designated by the party of the first part, and for a compensation not greater than seventy-five cents (\$0.75) per week for row-boats, and one dollar and twenty-five cents (\$1.25) for sail-boats of twenty feet or less in length, store and suitably care for any boats and boat furniture owned by private parties who may desire to obtain such storage and care from said party of the second part.

Said party of the second part agrees and promises that he will, wherever the patronage will warrant it in the opinion of the party of the first part, maintain lines of omnibus or ferry boats, running over prescribed routes at regular intervals, and operated either by oars or by power, for the convenience of such persons as prefer to patronize such boats and pay by the trip instead of by the hour.

It is understood and agreed that said party of the second part may at any time he thinks desirable for the purpose of enlarging the business, and for his own convenience, take in one or more partners or put it into a corporation by getting the consent of the party of the first part before doing so, and upon the forming of such a company or corporation the party of the second part shall assign and transfer to said company or corporation, all rights, privileges, and obligations contained in this agreement, and it is agreed and understood by and between the parties hereto that such assignment and transfer shall be assented to or approved by said party of the first part, and that no assignment, transfer, or other disposition of this license or of any of the rights and privileges by it conferred shall be made by said party of the second part, or his assigns, unless such assignment, transfer, or disposition shall be satisfactory to said party of the first part.

It is mutually understood and agreed that, in case said boatservice and the exercise by said party of the second part, or by said company or corporation, of the rights and privileges conferred by this agreement, are not satisfactory in all respects to the Board of Park Commissioners, or are not, after notice thereof, made satisfactory to them, said Board may terminate this license by giving to said party of the second part, or his assigns, six months' written notice of their intention to terminate the same, and all the rights and privileges granted by this agreement or license shall thereupon be forfeited at the expiration of said six months.

CITY OF BOSTON,

By John F. Andrew,
Francis A. Walker,
Edward C. Hodges,
Board of Park Commissioners.
William E. Sheldon.

Approved.

EDWIN U. CURTIS,

Mayor.

Approved as to form.

THOMAS M. BABSON,

City Solicitor.

SPECIFICATIONS FOR THE STOCK, EQUIPMENT, AND MANAGEMENT OF THE BOATING-SERVICE OF THE DEPARTMENT OF PARKS OF THE CITY OF BOSTON.

The material, construction, workmanship, finish, and equipments of the boats, otherwise than as provided for in the following general specifications, shall be of the highest yachting standard, and satisfactory in all respects to the landscape architects, and all boats shall be scraped, sand-papered, varnished, or painted before they get shabby.

Electric Launches. — To be of dimensions suitable to the services required of them. Frame of white oak, planking of cedar, deeks and interior woodwork of mahogany; outsides of hulls to be painted white; deeks and interior work varnished, with pumicerubbed finish. The launches, with their awnings, gratings, fittings, and furniture, to be generally similar to and in every particular as good as those used at the World's Columbian Exposition, in Chicago.

Sail-Boats. — To be not less than 18 feet long, and of such beam, model, sparring, rig, and form, and area of sail, as to be safe, seaworthy, and non-sinkable. Frame to be of oak, planking of cedar, interior woodwork to be varnished, exterior woodwork to be painted as shall be approved by the landscape architects. Seats to be furnished with cushions of canvas, with hair top, stuffed with cork chips or deer hair, and adapted to serve as life preservers, if required by the party hiring the boats. Sail-boats to be furnished with oars, life-preservers, boat-hook, anchor, cable, and a keg or tank of fresh water, and also to fly the Department burgee when in service.

Whitehall Boats. — To be 12 or 15 feet long. Oak frame, white cedar planking, inside finish of oak or ash; hull to be varnished inside and out, and to be furnished with gratings at bow and stern.

St. Lawrence Skiffs. - To be 16 to 18 feet long. Oak frame,

white cedar planking, interior of mahogany, hull finished in natural colors. Boats to be furnished with cushions and burgee as required above under the heading of sail-boats. Rowlocks and other fittings and trimmings of brass.

Randams. — To be 17 to 19 feet long. Oak frame, white cedar planking, with mahogany tops. Interior finish and gratings of mahogany. Boats to be furnished with cushions and burgee as required above under the heading of sail-boats. After seat to be fitted with back rest. All woodwork to be finished in natural colors varnished. Fittings of brass.

Lenox Boats. — To be 14 to 16 feet long. Oak frame, oak ribs, cedar planking, mahogany tops, and inside finish all varnished in natural colors. Boats to be furnished with cushions and burgee as required above under the heading of sail-boats. Fittings of brass.

Adirondack Boats. — Same construction, finish, and equipments as Lenox boats, and to be 13 to 15 feet long.

Canoes. — To be 16 to 18 feet long, of oak frame, cedar planking, or covered with canvas; interior varnished, exterior varnished or painted, as may be approved by the landscape architects. Canoes to be furnished with life-preserving cushions, as above described under the heading of sail-boats.

Oars. — Every boat to be supplied with a boat-hook, and with oars of the best quality; the oars to be of straight or of spoon style, as customers may prefer, leathered, coppered, and varnished; and to be frequently overhauled, sand-papered, and varnished, and otherwise kept in good order.

Rates of Fare. — The rates of fare shall in no case exceed the following, and shall be posted conspicuously at all landings where all boats are kept:

Omnibus and ferry boats, running over a prescribed course, ten cents per passenger for each trip not exceeding twenty minutes in length.

Electric Launches. — With one attendant, three dollars (\$3.00) per hour for the first two hours, and two dollars (\$2.00) per hour for each hour thereafter, and not exceeding twenty dollars (\$20.00) per day.

Sail-Boats. — Eighteen feet long, with sailing-master, one dollar and twenty-five cents (\$1.25) per hour, five dollars (\$5.00) for half day, eight dollars (\$8.00) per day. If a sail-boat gets becalmed down the harbor and does not get back within 24 hours, through no fault of the passengers, they shall not be required to pay a greater rate than the fare for one day.

Fishing-Boats. — Twenty-five (25) cents per hour, one dollar (\$1.00) per half day, and one dollar and fifty cents (\$1.50) per day. Fishing outfits, shrimp and clam bait will be supplied at a reasonable cost.

Row-Boats and Canoes. — Week-days, except Saturday afternoons and holidays, thirty cents per hour, one dollar and fifty cents (\$1.50) per half day, and two dollars (\$2.00) per day.

Row-Boats and Canoes. — Saturday afternoons, Sundays, and holidays, forty cents per hour, two dollars (\$2.00) per half day, and three dollars and fifty cents (\$3.50) per day.

Row-Boats with cushions, etc., five cents per hour extra. Row-boats with rower, twenty-five cents per hour extra. Five-cent tickets for the use of boats are to be sold in packages of one hundred, at a reduction of 25 per cent.

Uniforms. — To be of yachting style, in accordance with samples to be approved by the landscape architects.

Regulations for Passengers. — All passengers must conform to the police and other regulations of the Park Commissioners, and that such regulations may be enforced, one man in each boat having a boatman, and one man on each landing will, if practicable, be clothed with the powers of special officers.

Qualifications and Conduct of Boatmen. — All boatmen shall be skilled in and accustomed to the duties in which they shall be employed. When on duty they shall be sober, and shall drink nothing intoxicating; they shall be clean and neat in person and attire; they shall be civil and courteous, but not unreservedly companionable with their passengers; they shall maintain good temper under all circumstances; they shall not be insolent or use foul language under any provocation; they shall be skilled in swimming; they shall know how to rescue drowning persons and how to treat those apparently drowned with a view to their re-

covery; they shall be vigilant and firm in preventing conduct on the part of any passenger which is dangerous or reasonably offensive to others; they shall be vigilant to preserve the boatlandings, together with their boats and the equipments of them, from all disorder, defacement, or foulness, and quick and thorough in the restoration of cleanliness and good order upon occasion.

General Management. — The business is to be managed at the landing-places and offices as well as in the boats, with the purpose of producing a strong impression that it is so scrupulously carried on under fixed rules and efficient discipline of all concerned in it that the most timid may make use of the boats with assurance of safety and comfort, and the most modest and retiring with confidence that they will be subject to no annoyance. No man is to be employed or be retained in the service who shows a disposition to avoid or neglect the use of formalities for this purpose, or an inclination to indulge in any habits adapted to produce a counter-impression to that above stated to be desired, and any such person, if so employed, shall be discharged immediately on notice from the Park Commissioners.

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

[Stat. 1895. — Chap. 45.]

An Act to authorize the Extension of the Arnold Arboretum.

SECTION 1. If the board of park commissioners of the city of Boston deem it desirable to take at any time, or from time to time, the whole or any part of that tract of land in that part of the city of Boston known as West Roxbury, held by the President and Fellows of Harvard College under the trusts created by the will of Benjamin Bussey, for the purpose of extending the Arnold Arboretum, so-called, and for the purposes and under the powers and limitations set forth in chapter one hundred and eighty-five of the acts of the year eighteen hundred and seventyfive and acts in addition thereto and amendment thereof, said board of park commissioners, acting for said city of Boston, is hereby authorized to lease such portion of said tracts of land so taken as the said board of park commissioners may deem not necessary for the use as parkways and grounds to the President and Fellows of Harvard College to be held by them to the same uses and purposes as the arboretum is now held under the trusts created by the wills of Benjamin Bussey and of James Arnold, and for such a term and upon such mutual restrictions, reservations, covenants and conditions as to the use thereof by the public in connection with the uses of the same under said trusts, and as to the rights, duties and obligations of the contracting parties, as may be agreed upon between said park commissioners with the approval of the mayor and said president and fellows. The board of park commissioners on the part of the city of Boston, and the treasurer on behalf of the President and Fellows of Harvard College, are hereby authorized to execute and deliver any lease as aforesaid.

Sect. 2. This act shall take effect upon its passage. (Approved February 12, 1895.)

[Stat. 1895. — Chap. 185.]

An Act to authorize the City of Boston to abate a Portion of the Betterments made on account of the Laying out of Jamaica Park and Arborway.

Section 1. The city of Boston may at any time within two years from the passage of this act authorize the board of park commissioners of said city to abate such proportion of any assessment for a betterment made on account of the laying out of the parkways known as Jamaica Park and Arborway, or either of them, as said board shall deem just and expedient, and may authorize the treasurer of said city to repay the proportion of any assessment which is paid into the city treasury, as said board of park commissioners shall approve. The expenses incurred under this act shall be charged to the appropriation for the park department of said city.

Sect. 2. This act shall take effect upon its passage. (Approved March 27, 1895.)

 $[\operatorname{Stat.}\ 1895.-\operatorname{Chap.}\ 272.]$

AN ACT CHANGING THE LIMITS WITHIN WHICH LAND MAY BE TAKEN BY THE METROPOLITAN PARK COMMISSION WITHIN THE CITY OF MEDFORD.

Section four of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three is hereby amended by striking out in the twenty-fifth, twenty-sixth, twenty-seventh and twenty-eighth lines, the words "the southerly base of Pine hill, northwesterly through the southern end of the dam of the south reservoir of the town of Winchester, and extended to the western boundary of said fells, so-called; nor", and inserting in place thereof the words:—the westerly line of Forest street, north fifty-three degrees west, through a point three hundred feet south of the southerly base of Pine hill, and thence in the same course two thousand two hundred and seventy feet to a point at or near Meeting-house brook, so-called; thence north twenty-five degrees west, two thousand two hundred and eighty feet to a point; thence north fifty-four degrees west, eight hundred and

thirty feet to a point; and thence north thirty-three degrees west, to the boundary line of the town of Winchester; nor east of said westerly line of Forest street and, - so as to read as follows: - Section 4. Said board shall have power to acquire, maintain and make available to the inhabitants of said district open spaces for exercise and recreation; and to this end, acting so far as may be in consultation with the proper local boards, shall be authorized to take, in fee or otherwise, in the name and for the benefit of the Commonwealth, by purchase, gift, devise or eminent domain, lands and rights in land for public open spaces within said district, or to take bonds for the conveyance thereof; and to preserve and care for such public reservations, and also, in the discretion of said board and upon such terms as it may approve, such other open spaces within said district as may be entrusted, given or devised to said board or to the Commonwealth by the United States, or by cities, towns, corporations or individuals, for the general purposes of this act, or for any one or more of such purposes as the donor may designate: provided, however, that no private property taken for the purpose of this act shall be taken under the right of eminent domain without the concurrence of a majority of the board and of the board of park commissioners, if any, of the city or town in which such property is situated; provided, further, that no land shall be taken by the right of eminent domain in that part of the city of Medford known as the Middlesex Fells, southerly of a line drawn from the westerly line of Forest street, north fifty-three degrees west, through a point three hundred feet south of the southerly base of Pine hill, and thence in the same course two thousand two hundred and seventy feet to a point at or near Meeting-house brook, so-called; thence north twenty-five degrees west, two thousand two hundred and eighty feet to a point; thence north fifty-four degrees west, eight hundred and thirty feet to a point; and thence north thirty-three degrees west, to the boundary line of the town of Winchester; nor east of said westerly line of Forest street, and southerly of a line drawn from said southerly base of Pine hill, east to the eastern boundary of said fells; provided, further, that said board shall not take by purchase or right of

eminent domain, under this act, any land or other property to an amount exceeding in value in the aggregate, with land or other property previously taken by purchase or eminent domain hereunder, ninety per centum of the total amount appropriated by the legislature, or contributed by individuals or corporations for that purpose; provided, further, that nothing in this act shall be construed to limit existing rights of any city or town in relation to water supply purposes, or in any way obstruct their taking advantage of such rights. In furtherance of the powers herein granted, said board may employ a suitable police force, make rules and regulations for the government and use of the public reservations under their care, and for breaches thereof affix penalties not exceeding twenty dollars for one offence, to be imposed by any court of competent jurisdiction; and in general may do all acts needful for the proper execution of the powers and duties granted to and imposed upon said board by the terms of this act. board shall also have power to expend such funds, whether principal or income, as may be given in trust, as provided for in section five.

(Approved April 12, 1895.)

[Stat. 1895. — Chap. 305.]

An Act relative to the taking, by the Metropolitan Park Commission, of Revere Beach, so-called, in the Town of Revere.

Section 1. The metropolitan park commission, created by chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, for the purpose of carrying out the provisions of said act and of any acts in amendment thereof or in addition thereto, including chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four, may expend the further sum of five hundred thousand dollars, in addition to all sums hitherto authorized to be expended by it; and to meet any expenditure under the authority of this act the treasurer and receiver-general shall issue a corresponding amount of scrip or certificates of indebtedness as an addition to the

metropolitan parks loan, and establish a sinking fund to provide for the same; said scrip or certificates of indebtedness to be issued and said sinking fund to be established, assessed and collected in accordance with the provisions of sections nine, ten, eleven and twelve of said chapter four hundred and seven.

SECT. 2. If any portion of its present location and property is taken by the metropolitan park commission under the provisions of chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four, the Boston, Revere Beach & Lynn Railroad Company, authorized by section five of said act to take a new location within the town of Revere, is hereby further authorized and empowered, for the purpose of carrying out the provisions of said act and all acts in amendment thereof and in addition thereto, to take and acquire any portion of the location and property of the Boston & Maine Railroad within the town of Revere, and to construct, maintain and operate a new line of railroad thereon, in accordance with the provisions of section five of said act; provided, however, that said Boston, Revere Beach & Lynn Railroad Company shall not interfere with the operation of said Boston & Maine Railroad during the period of six months from the time of taking or acquiring any portion of its location and property hereunder.

Sect. 3. If any portion of the location and property of the Boston & Maine Railroad is taken by the Boston, Revere Beach & Lynn Railroad Company under the provisions of this act, or under any provisions of law, said Boston & Maine Railroad is hereby authorized and empowered, in accordance with the provisions of chapter one hundred and twelve of the Public Statutes and of all general laws then in force relating to the fixing of the route of railroads, the laying out of the same, and the taking of lands and payment of damages therefor, to take and acquire a new location and necessary land and rights in land within said town of Revere, and not a part of the lands taken or acquired by said commission as an open space, and also to construct, maintain and operate a new line of railroad outside of the lands taken or acquired by said Boston, Revere Beach and Lynn Rail-

road Company, in place of the portion of the location and rail-road taken or acquired as aforesaid.

SECT. 4. The Commonwealth shall compensate said railroad companies and each of them for all damages sustained and expenses incurred by them and each of them by reason of any acts done under the authority of this chapter or of chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four; said damages and expenses to be determined by agreement between said parties and each of them, and said board, and in case of disagreement, then to be determined by a justice of the supreme judicial court, or to be determined by a justice of the supreme judicial court, or to be determined by a jury in the superior court for the county of Suffolk, upon petition of any interested party.

SECT. 5. The metropolitan park commission shall have the same authority to determine the value of and assess upon real estate the amount of betterments accruing to said real estate by reason of any taking by said commission, under any provisions of law, of land for open spaces for exercise and recreation, which is conferred upon boards of park commissioners in towns and cities by section seven of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two.

Sect. 6. This act shall take effect upon its passage. (Approved April 24, 1895.)

[Stat. 1895. — Chap. 450.]

AN ACT RELATIVE TO THE METROPOLITAN PARK COMMISSION.

Section 1. The metropolitan park commission may, for all purposes not inconsistent with the purposes specified in the act establishing said commission, and acts in amendment thereof and in addition thereto, erect, maintain and care for buildings, and, by deed executed, acknowledged and recorded according to the laws of the Commonwealth, grant or accept and assent to any deed containing reservations of easements, rights of way and privileges in life estates, estates for the life of another and estates for years, including leases in, upon, under and over any portion

of the lands now or hereafter taken or acquired by it, all for such considerations and rentals and upon such terms, restrictions, provisions or agreements as said commission may deem best. Said commission may remove or sell at public or private sale surplus earth, rock, ice, wood, hay, standing grass, old buildings and materials, and fix the price and terms thereof, collect the money due therefrom, and sue to recover or enforce the same in the courts of the Commonwealth. All moneys received therefrom in each year shall be accounted for and paid to the treasurer and receiver general by said commission.

SECT. 2. Said commission, with the concurrence of a majority of the board of park commissioners, if any, of the city or town in which the property is situated, may, by deed executed, acknowledged and recorded according to the laws of the Commonwealth, accompanied by plan or survey, also to be recorded, abandon any portion of the lands or rights in land taken or acquired by it, and said abandonment shall revest the title thereof, as if never taken, in the persons, their heirs and assigns, in whom it was vested at the time of taking. If a majority of said commission vote to abandon any portion of the lands or rights in land taken or acquired by it and the board of park commissioners of the city or town in which such property is situated refuse or fail to concur with said commission within fourteen days from the giving of written notice of such vote to such board of park commissioners, then in such case said commission, upon notice in writing of not less than seven days to such board of park commissioners, may appear before the governor and council and ask for the concurrence of the governor and council in such abandonment; and if the governor and council after a hearing thereon concur in such abandonment the same shall have full force and effect. The said abandonment may be pleaded in reduction of damages in any suit therefor on account of such taking. Said commission, with the concurrence of the majority of the board of park commissioners, if any, in the city or town in which the property is situated, may at any time sell at public or private sale any portion of the lands or rights in land, the title to which has been taken or received or

acquired and paid for by it, and may, with the concurrence of such board of park commissioners, execute and acknowledge a deed thereof, with or without covenants of title and warranty, all in the name and behalf of the Commonwealth, to the purchaser, his heirs and assigns, and deposit said deed with the treasurer and receiver general of the Commonwealth, together with a certificate of the terms of sale and price paid or agreed to be paid at such sale; and said treasurer and receiver general, upon receipt of said price and upon the terms agreed in said deed, shall deliver the same to said purchaser. If a majority of said commission vote to sell any portion of the lands or rights in land taken or acquired by it, and the board of park commissioners in the city or town in which such property or right in property is situated refuses or fails to concur with said commission within fourteen days from the giving of written notice of such vote to such board of park commissioners, then and in such case said commission, upon notice in writing of not less than seven days to such board of park commissioners, may appear before the governor and council and ask for the concurrence of the governor and council in such sale; and if the governor and council after a hearing thereon concur in such sale it shall have full force and effect. The treasurer and receiver general may by the attorney-general sue for and collect the price and enforce the terms of any such sale.

SECT. 3. Said commission may accept and maintain as a portion of the public reservations, under the provisions of the act establishing said commission, and acts in amendment thereof and in addition thereto, including this act, any lands or rights in land which may be given to the Commonwealth, provided such lands lie within the limits of the metropolitan parks district, or without such limits, but immediately contiguous thereto.

SECT. 4. Said commission shall have the same power and authority to determine the value of and assess upon real estate the amount of betterments accruing to said real estate by reason of any taking made by said commission under the provisions of law, of land for open spaces for exercise and recreation, as is now conferred upon boards of park commission-

ers in cities and towns by section seven of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two in regard to the location and laying out of parks; and shall also have full power and authority to abate such proportion of any assessment for betterments made by it hereunder as it shall deem just and expedient; and also to authorize the treasurer and receiver general of the Commonwealth to refund to the proper person or persons the amount of such abatement of any assessment already paid.

SECT. 5. The treasurer and receiver general shall pay into the metropolitan parks loans sinking fund all moneys received under the provisions of this act.

Sect. 6. The secretary of the metropolitan park commission, or such other person as said board may designate, may have advanced to him from the money in the treasury of the Commonwealth known as the metropolitan parks loan such sums, not exceeding ten thousand dollars at any time, as the auditor may certify to be necessary to enable said board to make direct payment upon its pay rolls and other accounts. The persons so designated by said board shall give a bond with sufficient sureties, to be approved by the auditor of the Commonwealth, in the sum of ten thousand dollars. As soon as may be after expending such advance, and in any case within thirty days from its receipt, the person who has received the money from the Commonwealth under the provisions of this act shall file with the auditor a statement in detail of the sums expended subsequent to the previous accounting, approved by the board, if any, authorized to supervise such expenditure, and, where it is practicable to obtain them, accompanied by receipts or other like vouchers of the persons to whom the payments have been made.

SECT. 7. Said commission shall publish the rules and regulations made by it from time to time. Said publication shall be made at least six times in at least three newspapers printed and published in each county which is wholly or in part within said metropolitan parks district, and such publication shall be sufficient notice to all persons. The sworn certificate of any member of said commission, or of its secretary, that said rules and regula-

tions have been published as herein provided, shall be *prima* facie evidence thereof. A copy of said rules and regulations, attested by any member of said commission or by its secretary, shall be *prima* facie evidence that said rules and regulations have been made by said commission, as provided by law.

SECT. 8. Whoever violates any rule or regulation lawfully made by said commission shall be punished by a fine not exceeding twenty dollars.

SECT. 9. The police appointed or employed by said commission in accordance with the provisions of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, and chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four, shall have all the powers of police officers and constables for the maintenance of the public peace upon any lands, roadways, or boulevards under its care, and upon any roadways passing through or bordering upon said lands.

SECT. 10. Said commission may employ counsel to advise, assist and represent it; and such counsel, if approved by the district attorney for any county within the park district, shall have full power and authority to represent the interests of the Commonwealth in the superior court in such county in all matters arising under said acts or any of them, or under this act; and, if approved by the attorney-general, shall have full power and authority to represent the interests of the Commonwealth in the supreme judicial court in all matters arising under said acts or any of them, or under this act.

Sect. 11. The secretary of the Commonwealth shall on the request of said commission certify in writing under the seal of the Commonwealth the names of the commissioners, or of their secretary, and such certificates shall be sufficient *prima facie* evidence for any and all purposes.

(Approved June 3, 1895.)

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

YEAR. Chapter.

- 1866. 247. An Act to authorize the Erection of a Sea-wall, and the filling of certain flats in Charles river, to abate a nuisance.
- *1870. 283. An Act for the Laying out of one or more Public Parks in or near the City of Boston.
- †1875. 185. An Act for the Laying out of Public Parks in or near the City of Boston.
- 1880. 144 An Act to authorize the connection of the Arnold Arboretum with the System of Parks of the City of Boston.
- 1881. 92. An Act in addition to an Act for the Laying out of Public Parks in or near the City of Boston.

 [Charles-river Embankment.]
- 1881. 197. An Act to authorize the Construction of the Charles-river promenade.
- 1882. 168. An Act to authorize the City of Boston to Issue a Public Park Loan.
- 1884. 226. An Act in relation to betterments for Locating,
 Laying out, and Constructing Streets, Ways,
 and Public Parks.
- 1884. 237. An Act in relation to assessments for Public Improvements.
- 1885. 299. An Act requiring notice of assessments of betterments to be given to the party to be charged thereby.
- 1885. 360. An Act in further addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Marine Park.]

^{*}This Act was to take effect when accepted by two-thirds of the legal voters voting thereon at the State election. The vote in favor was 9,233; against, 5,916. The Act consequently was rejected.

[†]This Act was accepted by a majority of the legal voters voting thereon, June 9, 1875 Yeas, 3,706; Nays, 2,311.

- YEAR. Chapter.
- 1886. 65.—An Act extending the time for the completion of the Public Park in the City of Boston known as the Charles-river Embankment.
- 1886. 134. An Act to change a portion of the line of the Seawall of the Public Park in the City of Boston, known as the Charles-river Embankment.
- 1886. 304. An Act to authorize a Loan for the construction of Public Parks in or near the City of Boston.
- 1887. 312.—An Act to authorize a Loan for the payment for lands heretofore acquired for Public Parks in or near the City of Boston.
- 1887. 427.—An Act to enlarge the area for the proposed Marine Park of the City of Boston between South Boston and Castle Island.
- 1888. 376. An Act to authorize the City of Boston to refund a portion of the money paid as betterments for the Marine Park in said City.
- 1888. 392.— An Act to enable the City of Boston, for the purpose of obtaining lands for its Public Parks, to incur indebtedness outside of the limit fixed by law.
- 1889. 129. An Act relating to buildings in the Public Parks of the City of Boston.
- 1889. 438.—An Act to authorize the enlargement of the proposed Marine Park in the City of Boston.
- 1890. 271.—An Act to authorize the City of Boston to incur indebtedness outside of its debt limit, to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.
- 1890. 339.—An Act changing the boundary between the City of Boston and the Town of Brookline.
- 1890. 444. An Act to amend an Act authorizing the City of
 Boston to incur indebtedness outside of its debt
 limit to procure and construct one or more
 Public Parks in the Charlestown District of
 the City of Boston.

- YEAR. Chapter.
- 1891. 301. An Act to authorize the City of Boston to incur a debt for Park purposes beyond the limit fixed by law.
- 1891. 344. An Act to authorize the City of Boston to construct a Sea-wall and extend the Charles-river Embankment.
- 1891. 390. An Act to provide for the appointment of the Charles-river Improvement Commission.
- 1892. 371. An Act to authorize the City of Boston to take
 Jamaica Pond and Ward's Pond for a Public
 Park.
- 1893. 126. An `Act in relation to raising the grade and changing the location of the Providence Division of the Old Colony Railroad in the City of Boston.
- 1893. 211. An Act in relation to the issue of bonds and certificates for Park purposes by the City of Boston.
- 1893. 225. An Act to authorize cities and towns to establish and maintain Public Playgrounds.
- 1893. 258.—An Act to authorize the City of Boston to refund or abate a portion of its betterments assessed for the extension of the Marine Park.
- 1893. 282.— An Act to provide for a Public Park in Wards 6 and 7 of the City of Boston.
- 1893. 300. An Act relative to the Laying out of Public Parks by towns and cities. [Boulevard Act.]
- 1893. 331. An Act relative to leasing open spaces for Gardens and Playgrounds by cities and towns.
- 1893. 407. An Act to establish a Metropolitan Park Commission.
- 1893. 416.—An Act relating to an Act relative to the Laying out of Public Parks by towns and cities.

 [Amending Stat. 1893, Chap. 300.]
- 1893. 435.— An Act in relation to the construction of a Seawall and the extension of the Charles-river Embankment by the City of Boston.

- YEAR. Chapter.
- 1893. 475. An Act to provide for the Improvement of Charles river.
- 1894. 288. An Act to authorize the Metropolitan Park Commission to construct Roadways and Boulevards.
- 1894. 396. An Act to authorize the City of Boston to incur indebtedness beyond the limit fixed by law, for Park purposes.
- 1894. 483. An Act to authorize the Commonwealth to acquire the location in part of the Boston, Revere Beach, & Lynn Railroad, and to authorize a relocation in part of said railroad.
- 1894. 509. An Act to authorize the Metropolitan Park Commission to expend a sum of money, in addition to the amounts heretofore authorized, for open spaces along or near the Charles river.
- 1895. 45. An Act to authorize the Extension of the Arnold Arboretum.
- 1895. 185. An Act to authorize the City of Boston to abate a Portion of the Betterments made on account of the Laying out of Jamaica Park and Arborway.
- 1895. 272. An Act changing the Limits within which Land may be taken by the Metropolitan Park Commission within the City of Medford.
- 1895. 305. An Act relative to the taking by the Metropolitan Park Commission of Revere Beach, so-called, in the town of Revere.
- 1895. 450. An Act relative to the Metropolitan Park Commission.

- MEMBERS OF THE BOARD OF PARK COMMISSIONERS OF THE CITY OF BOSTON FROM ITS ORGANIZA-TION, WITH THEIR TERMS OF SERVICE.
- T. Jefferson Coolidge. Appointed July 8, 1875, for the term ending April 30, 1879. Resigned December 11, 1876.
- CHARLES H. DALTON. Appointed July 8, 1875, for the term ending April 30, 1877. Reappointed in 1877, 1880, and 1883. Resigned May 11, 1885.
- WILLIAM GRAY, Jr. Appointed July 8, 1875, for the term ending April 30, 1878. Reappointed in 1878 and 1881, and served until the expiration of his term, April 30, 1884.
- Charles S. Storrow. Appointed December 11, 1876, in place of T. Jefferson Coolidge, resigned. Reappointed in 1879, for the term ending April 30, 1882. Resigned May 19, 1879.
- Henry Lee. Appointed May 19, 1879, in place of Charles S. Storrow, resigned. Reappointed in 1882, and served until the expiration of his term, April 30, 1885.
- Benjamin Dean. Appointed February 24, 1885, to succeed William Gray, Jr., for the term ending April 30, 1887. Reappointed in 1887, and served until June 2, 1890.
- Patrick Maguire. Appointed February 24, 1885, to succeed Henry Lee, for the term ending April 30, 1888, and served until February 20, 1889.
- John F. Andrew. Appointed May 11, 1885, in place of Charles H. Dalton, resigned. Reappointed in 1886, and served until May 13, 1889. Appointed July 16, 1894, to succeed Paul H. Kendricken, and served until May 30, 1895.
- Isaac Fenno. Appointed February 11, 1889, to succeed Patrick Maguire, and served until the expiration of his term, April 30, 1891.
- THOMAS L. LIVERMORE. Appointed May 6, 1889, to succeed John F. Andrew, for the term ending April 30, 1892, and served until April 30, 1893.

- Francis A. Walker. Appointed May 19, 1890, to succeed Benjamin Dean, for the term ending April 30, 1893. Reappointed for the term ending April 30, 1896.
- PAUL H. KENDRICKEN. Appointed March 30, 1891, to succeed Isaac Fenno, for the term ending April 30, 1894, and served until July 30, 1894.
- CHARLES F. SPRAGUE. Appointed April 17, 1893, to succeed Thomas L. Livermore, for the term ending April 30, 1895.

 Resigned January 14, 1895.
- EDWARD C. Hodges. Appointed January 14, 1895, in place of Charles F. Sprague, resigned; also for the term ending April 30, 1898.
- LABAN PRATT. Appointed June 10, 1895, for the term ending April 30, 1897, to fill the vacancy caused by the death of John F. Andrew.

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